

Appendix H – 2015 Comprehensive Plan

Comprehensive Plan

Mount Sterling, Kentucky

April 2015

The 2015 Updated
Comprehensive Plan

Mount Sterling, Kentucky

Prepared for the
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CHAPTER I BACKGROUND

STUDY AREA LOCATION AND DESCRIPTION

The City of Mount Sterling is located 35 miles east of Lexington, and 95 miles west of Ashland, Kentucky. Mount Sterling is situated in the outer Bluegrass Region of Kentucky in the central part of Montgomery County. Mount Sterling is the county seat and the principal urban center of Montgomery County. The City functions as the center of commercial and industrial trade and employment for a much larger multi-county area. The City is chartered as a fourth class City governed by a mayor-council type of government.

The City has often been called the Gateway City as it serves as the gateway between the Bluegrass Region and the mountains of eastern Kentucky and Appalachia. The GADD has classified the Mount Sterling area as a growth center for the Appalachian Regional Commission, Economic Development Administration, and for various certification purposes of the Department of Housing and Urban Development.

The master plan area is the City of Mount Sterling and its immediate vicinity. All of those areas previously identified as “the urbanizing area”, “the urban service area”, or “the primary urban service area” in previous studies are included in the study area of Mount Sterling in this Comprehensive Plan. The map in *Appendix I* illustrates the location of Mount Sterling, Montgomery County and the planning area.

The master plan area is generally bounded by an area north of I-64 on the north, is bisected on a north-south direction by U.S. 460 and by KY 11, and is bisected on a east-west direction by U.S. 60.

The master plan area contains approximately 3,000 acres of land area. The area contains three major watersheds: 1.) The Hinkston Creek Watershed, covering the entire central portion from North to South, 2.) The Somerset Creek Watershed covers the western part of the study area, and 3.) The Slate Creek Watershed on the east is comprised of five tributary sub-watersheds.

The terrain in the master plan is gently rolling with elevations ranging from 816 feet to 1051 feet above mean sea level. The land has been largely cleared of timber and the vacant lands are extensively used for farming and grazing purposes. Montgomery County is considered to be a significant agricultural County.

The present urban development extends in all directions from the corporate limits of Mount Sterling except to the north, where the City has annexed northward across I-64. Water, sewer, and other services are extended beyond the corporate limits.

HISTORY

The Adena people, who inhabited the Ohio Valley ca. 800B.C, initially settled the Mount Sterling area. to 700 A.D. The Adenas mixed hunting and farming to sustain their lives here. Their cultural activities involving cremation and mound building presented the first white hunters with two significant mounds at Mount Sterling. The mounds later became important in the naming of Mount Sterling. The mounds were located at what is now the intersection of Queen and Locust Streets and in an area west of the Mount Sterling Plaza in the northernmost area of the City. This mound is the only mound surviving urbanization of the area and is known as the Gaitskill Mound. It was placed on the National Register of Historic Places in 1975.

In 1792, a Scotsman named Hugh Forbes received a land grant for land adjoining the mound and named it Mountstirling after his Scottish hometown of Stirling. The settlement was previously known as Little Mountain Town. Mount Sterling was established as a town by the Kentucky Legislature in 1792. (Current spelling came about as a spelling error) Enoch Smith and William Calk from Virginia, via Fort Boonesborough, surveyed 1400 acres in 1774. Smith and Forbes then jointly owned the 1400 acres.

It was on April 1, 1793, seventeen years after the area was settled by white people, that the last organized Indian raid occurred in Kentucky and it was at a fort known as Morgan Station is located a few miles east of Mount Sterling on Harper's Ridge Road. Ralph Morgan, a cousin of Daniel Boone, established Morgan Station.

Montgomery County, formed from Clark County in 1796, was named in honor of General Richard Montgomery, a Revolutionary War officer who was the first soldier killed in the Battle of Quebec in 1775. In 1805, there were 100 persons living in Mount Sterling and the urbanization of the City was underway.

The Montgomery County Historical Society is in the process of restoring the 1897 Fire Station on Broadway for the purpose of a museum. This project is being done in stages as money becomes available. The façade is currently completed.

CIVIL WAR ROLE

Mount Sterling formed a focal point for the north-south conflict during the Civil War. The town was occupied alternately by Union and Confederate forces. The major battle of the Civil War in Mount Sterling was fought on June 8-9, 1864. The town was occupied for most of the war by Union forces using it as a Federal supply depot. On June 8, Confederate General John Hunt Morgan led his cavalry into battle and captured the City. At the end of the Confederate siege, the Confederates had taken \$60,000 from the Farmer's Bank and held 380 prisoners. The next day, the Union Cavalry, under General Stephen Burbridge, attacked the City and drove Morgan's men westward to Lexington.

General John Bell Hood, commander of the Confederate Army at the Battle of Atlanta, had lived in Montgomery County. His boyhood home, from which he left for West Point, still stands on U.S. 60 West.

GENERAL BACKGROUND DATA

Location—It is situated at Longitude 38°4' N and Latitude 83° 56' W. The general elevation of Mount Sterling is 910 feet above sea level and ranges from 816 to 1051 feet elevation.

Climatology—The 30 year mean monthly temperature is 55.6°F. The record highest temperature was recorded in July of 1954 at 106°F. The record lowest temperature was in January of 1963 at -20° F. The annual maximum mean number of days with temperatures 90° and over is 22 days and at 32° or less is 14 days. June, July, August, and September have had record highs exceeding 100°F. December, January, February, and March have record lows below 0°F.

Normal annual precipitation over the last 30 years is 46.54 inches. The mean annual snowfall (30 years) is 18.3 inches. Snowfall has not been recorded in May through October. The greatest depth of snow was recorded on March 15, 1960 at 22.0 inches. The annual mean number of days with precipitation (30 years with .01 inch or more) is 88 days. The annual mean number of days with thunderstorms (34-year record) is 47.

The average annual relative humidity is as follows:

1 a.m.	77%
7 a.m.	81%
1 p.m.	60%
7 p.m.	64%

The prevailing winds are from the Southwest.

Source: Western Kentucky University, Kentucky Climate Center, 1992.

Soils

The Soil Conservation Service, U.S. Department of Agriculture, completed a soil survey in January 1982 of Mount Sterling and adjacent areas. The areas mapped are those most crucial to the planning and potential development in the Mount Sterling urbanizing area as soil characteristics determine suitability of the soil to various types of land use. The report and survey lists those types of soils found in Mount Sterling-Montgomery County area and also addresses each soil's suitability to various forms of urban development. Also, equally important are the capabilities of each soil type in its application to food and fiber production.

The general categories of soils found in the area are those representative of the Outer Bluegrass and the Knobs regions. The Outer Bluegrass Region is the area around and north of Mount Sterling and the Knobs groupings are found in the more hilly southern portions of the County. Nearly 18,000 acres were surveyed in and around the Mount Sterling area. The soils found in the planning area of Mount Sterling have developed primarily from the weathering of limestone and shales.

Not all soils found in the planning area are suitable for urban development, septic tank installation, housing and other building development. These areas are said to have severe limitations for development, due to shallowness, moisture content, shrink-swell characteristics, slope, or impermeability. In such severe cases, development must be of a nature to overcome the limitations and may prove to be economically and practically infeasible.

It is recommended that the owners or developers of properties contact the Soil Conservative Service or the Environmentalist at the health department for their assistance prior to the design of development and prior to their presentation of plans or of the subdivision to the Planning Commission, especially prior to the consideration of lots with proposed septic tanks.

The soil survey of Mount Sterling and surrounding areas is available locally from the Soil Conservation Service in Mount Sterling. The S.C.S. staff may assist in the collection of data necessary in the planning process. The Health Department should approve the soil capabilities prior to the installation of a septic tank and prior to the approval of a subdivision.

CHAPTER II GOALS AND OBJECTIVES

Introduction

The Kentucky Revised Statutes require all the Comprehensive Plans contain a statement of goals and objectives, principles, policies, and standards, which shall serve as a guide for the physical development and economic and social well being of the planning unit. These statements are required to be adopted by the Planning Commission and by the City Council.

In conformance with the statutory requirements, this section establishes the Mount Sterling Comprehensive Planning Process. The process is comprised of the following steps in sequence: the goals and objectives lead to principles, which are the basis for standards; a plan follows that and leads to the achievement of the objectives and the implementation methods achieve proposals in the plan.

Goals and Objectives

1. To cooperate with all other governmental agencies for mutual understanding and participation.
2. To encourage participation in the planning process from all citizens and community groups.
3. To conserve, protect, and make wise use of our natural environment, our land, our people, our buildings, and our urban services and facilities.
4. To revitalize those buildings and areas suitable for rehabilitation and to replace those which are obsolete, in accordance with community plans.
5. To encourage *planned* growth and development that will be an asset to our community.
6. To strive for a community that is planned and operated in an efficient manner and to achieve our goals and objectives with the least expenditure of time, effort, and money.
7. To encourage urban growth at the least cost of public funds as well as to minimize energy consumption and higher travel costs.
8. To seek to maintain a healthy economy balanced between protecting our natural environment and community assets.
9. To recognize in our planning and administration that our City is “a place of community” and to strive to insure equal opportunities for each person to achieve their economic, social, and physical goals and to strive for each person to have the opportunity to live in a healthy and safe environment.
10. To provide an overall environment that enhances personal health and safety and minimizes risks.
11. To realize that our natural environment (consisting of sunlight, air, water, soil, rock, plantlife, and wildlife) comprises a basic resource that is vital to our existence.
12. To encourage the planning and development coordination of smaller areas of the community as in the case of the downtown area, residential neighborhoods, interstate commercial areas, the various industrial areas and development along the by-pass.
13. To recognize the current and future importance of an economically viable Central Business District and to encourage actions that will assist in maintaining that position.
14. To encourage the development of city parks in existing and new developed areas within the urban service area.

Residential Principles and Standards

1. Residential Buildings and Areas

A. Location Principles

1. Avoid steep slopes and poorly drained areas
2. Higher density residential areas should have adequate open space, recreational areas and should be conveniently located to shopping areas, major streets, and in areas where all urban services are available.
3. Residential areas should not be penetrated by commercial or industrial activities, which produce harmful environmental effects.
4. Located in areas suitable for outdoor activities.
5. Could be located in all areas and zones except industrial.

B. Standards

1. It is encourages that as part of residential neighborhoods, these areas should contain the following: approximately $\frac{1}{2}$ to 1 square mile of total area, a neighborhood park (5-10 acres), school, neighborhood commercial area (5 acres), and a variation of lot sizes for various housing types.
2. Residential areas of an urban nature (less than a one-acre density) should have all available urban services provided to the residents. Areas with less than optimal fire protection should be designed to minimize risks of physical harm or property loss in case of fire.
3. Higher density residential areas should have all available urban services provided and should be encouraged to be developed with sidewalks, recreational facilities, sufficient off-street parking and circulation for residents and guests, and should be buffered and screened to minimize land use conflicts.
4. Housing for the elderly, handicapped and low and moderate-income families should be monitored and have the concern of public and private agencies. To improve the availability and to provide for the increasing need of special types of housing, the respective agencies should remain sensitive to the community needs and should pursue federal and-state programs designed to assist in the improvement of housing.

2. Commercial Principles and Standards

A. General Commercial Areas

1. Commercial areas should be convenient to, but separate from other uses (except for the Central Business District). Where the commercial use abuts a residential use, buffer areas should be required to minimize adverse effects.
2. Commercial areas should be accessible to major transportation routes/ roadways.
3. The facility should have adequate off-street parking with safe, controlled entrances and exits.
4. Pedestrian and vehicular traffic should be separate wherever possible.
5. Frontage road development along major streets is desirable over an entrance and exit for each commercial use.

B. Central Business District

1. The area should be compact to improve efficiencies.
2. A wide range of economic activity should be encouraged.
3. Concentrations of various land use types should be encouraged. Governmental, financial, retail, entertainment, and office areas tend to be more successful when grouped together.
4. Residential development adjacent to the C.B.D. and above first-floor businesses should be encouraged to increase occupancy and activity.

5. In order to protect the existing character, existing buildings should be preserved, where feasible. Residential structures often lend themselves to office use and may be converted to other uses and still protect the character, integrity, and quality of the C.B.D.
6. The development of off-street parking facilities should continue to be encouraged.
7. The physical improvement of the C.B.D. should be encouraged in all areas of development; however, such improvement should be consistent with the objectives established in the “Downtown Plan for Mount Sterling” and with the historical and architectural character of the area.

C. Neighborhood Commercial Areas

1. These commercial areas should consist of businesses that provide goods and services for the convenience of the neighborhood as opposed to those businesses with community-wide appeal.
2. They should be located in or adjacent to a residential neighborhood on a suitable transportation route, convenient to the neighborhood residents.
3. The specific location would ideally be adjacent to a neighborhood park, school, and the denser areas of the neighborhood. Other uses commonly found in the neighborhood center are churches, apartments, and a limited amount of automobile related establishments.
4. These areas should be landscaped and as attractive as possible in order to promote rather than detract from the quality of the adjoining residential areas.
5. Typically, the neighborhood center will be located on one side of the street or in one quadrant of an intersection.

3. Industrial Principles and Standards

A. Location Principles

1. Accessibility to major transportation facilities is essential.
2. All available urban services should serve the industrial site.
3. The area and facilities should be generally compatible with surrounding uses. The prevailing winds, protective buffers, noise, odors, vibration, light and glare should be taken into consideration in the selection of an industrial site and appropriate safeguards taken.
4. Residential encroachment into areas designated as future industrial areas should be discouraged. Severe land use conflicts that adversely effect industrial development should be avoided.
5. Industrial areas should be designed and operated in such a manner as to be good neighbors to all other uses.

B. Standards

1. All federal and state regulations and standards should be complied with in the selection and development of industrial uses.
2. In some cases, due to the location and nature of a particular industry, standards higher than the minimum federal or state standards may necessarily have to be imposed to protect the existing quality of life, previous investments in the community, and community assets.

IMPLEMENTATION

The implementation of the goals, objectives/principles, and standards comes from various methods available to the local government. Following are principal methods of implementation.

1. The goals, objectives, and principles are reflected in the comprehensive plan. The plan is used to establish the general guide for development and to refer to in making decisions about future development and future investments in the planning area.
2. The regulations that implement the goals, objectives, principles, and standards are found in the Zoning Ordinance and the Subdivision Regulations.
3. The process of administering the regulations helps insure the implementation of the established goals and objectives.
4. The plan is used by both public and private sectors in making decisions about future investment or general community improvement. The plan is more effective if there is a mutual understanding of the goals and objectives and all parties involved in developmental decisions participate in a spirit of cooperation.

CHAPTER III COMMUNITY FACILITIES ANALYSIS AND NEEDS

HEALTH FACILITIES

Hospitals

Kentucky One Health Saint Joseph Mount Sterling, formerly Mary Chiles Hospital, became a member of the Saint Joseph Health System on August 1, 2007. From its founding in 1918; the hospital has been committed to the goal of serving the people of the Mount Sterling area, including Montgomery, Bath, Menifee and Powell Counties. A newly constructed Saint Joseph Hospital is now located on 225 Falcon Drive. It offers the following amenities:

3. 30-bed combined Medical/Surgical unit, with all beds private.
4. 4 bed intensive care unit.
5. 8 bed women's health center (labor & delivery with nursery).
6. 4 Operating rooms.
7. 2 endoscopy suites.
8. 24 Hour Emergency Department (14 rooms).
9. Imaging Department.
10. Laboratory.
11. Physical, speech, and occupational therapies.
12. Respiratory Therapy.
13. Cardiac Rehab.
14. Pulmonary Rehab.
15. Infusion Center.

There are 34 doctors on active staff, 120 registered nurses, 5 licensed practical nurses, 2 physical therapists, 2 dietitians and 3 pharmacists. The total number of doctors available is 120 including consulting and courtesy staff.

Other Medical Facilities

The Pathways Comprehensive Care Center, located behind the Mount Sterling Medical Center, offers comprehensive psychiatric, psychological and social services; family counseling; hospital and partial hospitalization care; alcohol and drug education; vocational evaluation, and work activities; and 24-hour emergency service. Some temporary housing is available for pathway patients, other facilities for juveniles.

The Montgomery County Health Center, located in the Montgomery County Health and Civic Center in downtown Mount Sterling, offers 3 registered nurses, 2 community health workers, a health environmentalist and 2 clerks. This facility is an adjunct of the Gateway District Health Department.

Sterling Meadows is a new assisted living facility located in the newly renovated Old Mt. Sterling High School building on Trojan Ave. The development integrates housing, health, social and individualized care services. The 38 unit complex includes; rooms from 400 to 900 square feet, an auditorium, balconies, a workout room, an on site salon, and a dining room. *Sterling Meadows* offers 30 assisted

living apartments and 8 independent living apartments, a beautiful courtyard, walking paths, outdoor and indoor recreation areas, garden plots, community based activities, transportation, and individualized care.

Windsor Care Center Nursing Home, located at 125 Sterling Way offers 144 bed nursing facility providing the following services of Traditional Care, Skilled Care, Respite Care/ Adult Day Health care, Wound Care, and Rehabilitation Services.

The Montgomery County Fire Department currently provides ambulance service on a 24-hour basis serving all of Montgomery County. The ambulance service is housed with the County Fire Department and DES headquarters on the west side of the western section of the by-pass. Most of the firemen are emergency medical technicians and provide the manpower for the ambulance service.

LIBRARY SERVICES

Since 1871, there has been a Library in Mt. Sterling, providing for the literacy, learning, and information needs of Montgomery County. The original library was housed in the Masonic Lodge, with “reading room” hours operated by Matt Tyler and D.B. Garrison. The Library was incorporated in 1878, with the City providing some funding and appointing a board of Directors to oversee operations. In 1906, the city turned the library over to the Mt. Sterling Woman’s Club, for both supervisory and financial support. The Mt. Sterling Library maintained a presence in the old City Hall Building until 1963, when a former Woman’s Club Member left another residence to be used as a library space. In 1980 as a response to the expanded need for service in the community, there was a petition drive to make the Montgomery County Library a public taxing district. Becoming a tax funded entity placed the operation of the library and library services in the hands of citizens, under the direction of a Board of Representatives appointed by the County Judge. The Library moved into the current building in 1984. In 2008, the Montgomery County Library added a branch in the Camargo City Hall Building, as well as a fully stocked traveling bookmobile.

As the information needs of the community have evolved, services and materials available at the library have also evolved. The Montgomery County Library is busier than ever.

6. Library visits have increased to nearly 8,000 visits per month at the Mt. Sterling Branch alone.
7. The bookmobile and Camargo Branch see another 1200 visitors each month.
8. Information access has increased from only books, to computers, wireless hotspots, online databases and e-books. The Montgomery County Library currently has access to over 95,000 e-books.
9. Despite the added emphasis on technology, the library currently has the largest book collection ever, with over 64,000 items.
10. Physical book circulation continues to increase, averaging over 100,000 books checked out from the Montgomery County Library annually.
11. Library owned computers in both branches are used around 35,000 times per year, with an additional 10,000 visits to the wireless internet annually.

As the requests for literacy and information service change within the community, the library has worked hard to improve service and make necessary changes to meet demand.

4. The library offers 6 toddler and pre-school educational story programs within library facilities each week.

5. The Bookmobile and Library Staff go out into the community to visit daycares and the public pre-school each week, providing on-site books and reading stories with young readers.
6. Regularly scheduled book clubs for juveniles and adults provide an opportunity for literacy, discussion, and socialization in a safe fun environment.
7. A variety of self-guided learning and literacy programs for all ages, are held at the library each month.
8. The Annual Summer Reading Program provides an opportunity for young people to prevent summer slide in learning, while providing age appropriate socializing, creative learning, family time, and reading. Over 700 children participate in the summer reading program each summer, either at one of the library branch locations or through bookmobile outreach programs.

The Montgomery County Library plans to focus on literacy, learning and information access, well into the future. The current library building is over 30 years old, and was not designed to handle the demand of technology, multiple programming functions, community learning, and the many other uses of modern libraries. The Library Board and staff have worked to provide a wide selection of services to our community using a combination of library based and off-site activities, across an increased number of hours.

The Board has worked with an architect firm and has broken ground on a new library site just off of North Maysville St with a target date of completion in 2016 or early 2017. This larger building will be more able to host all the functions requested by our community and will better equipped to meet technology and access needs going into the future. This building will provide public meeting space, personal quiet space, more shelving for books, collaborative work spaces, and more secure areas for children's activities.

No one knows what the future will look like, and what the need for resources will be. However, the Library in Montgomery County has been around since 1871, serving the community through literacy, self-guided learning and access to information. Regardless of the media and resources necessary to access information and literacy in the future, the Montgomery County Public Library plans to be there, fulfilling that need for our community.

NATURAL GAS SYSTEM

The Mount Sterling area is served by Columbia Gas of Kentucky, Inc. who receives its gas supply from Columbia Gas Transmission Corporation whose main lines are 20, 14, and 12 inches. Distribution mains in Mount Sterling are 2 through 12 inches. Medium pressure is presently available to new industries at 20 psi in summer and 50 psi in winter. BTU content is 1005 per cubic foot and the specific gravity is 0.57.

Columbia Gas is presently adding new customers due to the improved availability as approved by the Kentucky Public Service Commission in 1979. For the future, expansion will be considered in extending lines from the present mains, depending on the pressure required and the size of the residential subdivision or the industrial customer. Other fuels are available including propane, fuel oils, coal and wood.

ELECTRICITY

Electric service is provided to the Mount Sterling planning area by Kentucky Utilities, located at 208 W. Locust Street and by Clark RECC, located in Winchester.

TRANSPORTATION SYSTEM

The automobile primarily meets the transportation needs in Mount Sterling. Other available transportation facilities are walkways, bikeways, truck service, and air transportation facilities.

Walkways-Pedestrian movement is an important transportation mode in nearly all areas. For relatively short trips, the walkway is the most practical and efficient. The main street intersections in the downtown business area now have handicap pavement on all sidewalks adjacent to these intersections.

Bikeways-Bicycle trips are often made by persons desiring exercise or for the substitution of the automobile. There is a need to identify and plan for an increased use of bicycles in the community. A bicycle trail is in the initial study planning stage connecting the city and county. The first phase of this project (Adena Trail) was completed in 2013.

Major Streets and Highways-The most important and the most used transportation facilities are the existing major streets and highways. Other modes of transportation other than private auto, truck, or cycle that rely heavily on the major streets are bus service and truck service. The major highways serving the City are I-64, U.S. 60 and U.S. 460, and KY 11. Two interchanges on I-64 are located at U.S. 460 (East) and KY 11 (North) and U.S. 60 (East). The major north-south interstate highway (I-75) with access to our City and County is located 30 miles west at Lexington, Ky. The Mt. Sterling By-Pass (KY 686) helps insure its existing and potential role as a major local highway. The by-pass provides access to new and undeveloped areas for future residential, commercial, and industrial development, and to Midland Trail Industrial & Woodland Industrial Parks, two developed sections and the final Section III under development.

Truck Service-There are twenty-six trucking firms providing interstate service to the Mount Sterling area. There are no major terminals operating in Mount Sterling, however, one facility located east of the city may offer local terminal usage.

Bus and Taxi Service-Bus service is no longer available in the Mount Sterling area, but we do have a new taxi cab service currently in operation.

Rail Service-The nearest rail facility is provided by CSX Transportation in Winchester, 16 miles west of Mount Sterling. The nearest piggy back service is provided by Southern Railway System at Georgetown, 46 miles north west of Mount Sterling.

Air Transportation

Montgomery County's only airport is the Mount Sterling-Montgomery County Airport located 2 miles west of Mount Sterling. This airport meets and serves a multi-county general aviation need. It has one paved runway of 5,000 feet and a parallel 5,000 foot taxiway, and has unicom, a windsock, and a tetrahedron for traffic control. The airport also has a VOR-DME instrument approach system. Lighting

is provided at night with rotating beacon, PAPI, REIL, and ADF facilities. Runway lighting is provided and is pilot activated.

The current runway accommodates jet aircraft and other larger commercial and freight aircraft. The entrance road to the airport from Route 60 has been improved and realigned. Chartered air freight services are available, but must be arranged in advance. There is an aircraft & engine repair facility at the airport and several hangars are available for aircraft storage. The terminal and operations building has been completely renovated and a new building wing was added in 2014. Aviation fuel (gasoline & jet fuel) is available 365 days a year. A new medivac helicopter services headquarters office and dormitory was constructed at the airport in 2014.

The nearest major airport with scheduled commercial airline service is in Lexington, 40 miles west of Mount Sterling. Air service is provided by the following companies: Delta, U.S. Airways, United Airlines, American Airlines, and Allegiant Air. There are 80 daily arrivals & departures at Lexington. The Lexington airport offers an air freight terminal, 24 hour fuel service, jet fuel, repair service, national weather service, flight instructions, charter service, storage, taxi, limo and car rentals, and a restaurant. Flight instruction is also available at Mount Sterling.

Water Transportation

The Kentucky River is the nearest navigable river. Mount Sterling is located 50 miles east of a point on the Kentucky River where a 6-foot navigation channel is maintained. The nearest port facilities are located on the Ohio River at Maysville (50 miles north. Kentucky Highway No. 11 to Maysville is a super two-lane highway that has been completely re-built with the final segment in Montgomery County to be open to traffic in 2016.

PUBLIC SAFETY

Police Protection Facilities

Existing protection is from the Mount Sterling Police Department augmented as necessary by the Montgomery County Sheriff's Department and the Kentucky State Police. The Mount Sterling Police Department has moved into the newly renovated Commonwealth Bank Building located on 35 South Bank Street. The Police Department consists of 20 officers and 28 vehicles (21 cruisers, 4 undercover vehicles, 3 humvees) for police use. Departmental policy allows most officers to take the vehicles home with them, which facilitates emergency response. There are 2 civilian employees in the police department. The detective's office is located in the same building along with the chief of police.

The Montgomery County Sheriff's Department consists of the Sheriff and 12 deputies and 2 office employees. The Sheriff's Department is currently located in the basement of the Montgomery County Courthouse.

Fire Protection Facilities

The Montgomery County Fire Department serves the whole community. The City's classification for insurance purposes is now Class 3. Most of the planning area is either Class 3 or 9. Class 3 is within 1,000' of a fire hydrant. The Montgomery County Fire Department consists of 47 shift personal and 45

volunteers. Present equipment includes eight pumpers, two ladder trucks, one tanker, six ambulances, and one brush truck. The 911 Center is now located within Fire Station Number 6 in the Industrial Park.

Jail

Jail facilities are provided by the Montgomery County Regional Jail. The County completed the construction of the \$2.6 million facility in July 1987 on the west side of Mount Sterling at 751 Chenault Lane. This facility consists of 119 beds and provides incarceration for prisoners from an eleven county area. Juveniles are housed in the Gateway Juvenile Diversion Center in downtown Mount Sterling where up to 12 boys and 12 girls may be housed.

COMMUNICATIONS

The Mount Sterling-Montgomery County Planning Commission acknowledges the importance of having good communications services and we realize we are just coming into a period of time referred to as the Communication Age. Rapid advancements in technology have made some equipment out dated and less desirable many times within a few short months. This can mean price reductions for good electronic communication products opening the door to more modern communications, which were not available or financially feasible for local governments, business and citizens in the community. The citizens, businesses and governments need to be well informed and capable of quick response to numerous conditions and situations including normal and emergency activities. Communications services currently available are generally comparable to other cities and areas the size of Mount Sterling. Communication services available in the community include the U.S. Postal Service, newspapers, telephone (including cellular), Internet (including wireless technology), telegraph, radio and television. On-line technology when matched with certain hardware and software technology make it possible to send and receive electronic mail (e-mail) or electronic data interchange (EDI) transmissions which include digital visual imaging, voice transmissions as well as written forms of communications. The City of Mount Sterling has a local web site; the local web site address is <http://cityofmountsterling.com>. The City Hall employees update and maintain this site. The site is growing and is probable that more improvements will develop and greater use of this web site will be experienced and shared by state and local governments in the future. As this technology develops with hard and software compatibility issues being resolved, and consistency of programming to share data with private business and state and local government, will improve efficiency in many areas. Cellular communications using smart phone telephones combined with computers, geographical positioning devices and other sophisticated software and hardware products give greater mobility and ability to more efficiently respond to emergencies and normal operations. It is probable that the world has only glimpsed the tip of the communication iceberg and this upcoming generation will be the best informed of any previous civilization. The Planning and Zoning Commission believes the Mount Sterling-Montgomery County government should set a goal and regular maintenance plan to upgrade and replace certain parts of their communication equipment on a regular basis in time with good management practices.

As with most neighboring communities in this region of the state, the regular telephone service provided is AT&T. Formally the Bell South Telephone Company which was bought out and merged with AT&T in 2006 and provides considerable amounts of long distance service to the city of Mount Sterling. Several companies provide cellular telephones. The popularity of cellular telephones is constantly increasing while more and more cellular antenna is observed along the interstates and highways. Mount Sterling is sensitive to the needs and the importance of the community to provide the

opportunity to install and upgrade cellular and other communication equipment. At the same time, it is of equal importance for the community to regulate Antenna Towers and Cellular Telecommunications Services Antenna Tower Structures. In order to help reduce the number of unsightly towers and structures the Commission prefers co-location of service facilities. The City has rented out water tower space near the city swimming pool just off Indian Mound Drive. The city water tower is co-locating their service facility with a communication antenna on Indian Mound Drive. Crown Castle, Inc. has built a cellular tower located on Interstate Drive near the I-64 exit 110 and U.S. 460 interchange. Whenever reasonably possible, the owners of existing structures and towers should be encouraged to rent out these facilities and allow other companies to occupy the same tower spaces and co-locate dish antenna and communications service equipment instead of constructing new towers. The community should examine their properties and search for other structures within the community area that may be suitable for co-location of services. Tall structures and multi story designed buildings as well as church steeples and cupola on tall building rooftops may allow co-location of some services with minimal to no impact on the appearance of the buildings. Telegraph Western Union, which offers a toll free telephone number, provides service.

Gateway Radio Works, Inc. owns and operates Mount Sterling WMST 1150 AM and 106.9 FM. Radio station WMST 1150 was started on October 22, 1957, serving Mount Sterling and Montgomery County. Today Gateway Radio Works, Inc. targets a market area that includes Montgomery, Clark, Powell, Menifee, Bath, Nicholas and Bourbon counties. The WMST 1150 radio station is located on 22 West Main Street in Mount Sterling. This facility has an antenna tower 206 feet in overall height and during the morning hours broadcasts using 2500 watts and reduces the power during the nighttime hours. There are numerous other radio stations which broadcast from many other cities and states with adequate local reception.

Mount Sterling-Montgomery County entered into an Interlocal agreement with a group of communities to form the Kentucky Regional Cable Commission to oversee cable television related issues and to protect the local government, its residents and Time Warner subscribers within the group. This commission was officially formed January 12, 2000 and consists of the cities of Camargo, Cynthiana, Danville, Georgetown, Jeffersonville, Morehead, Mount Sterling, Nicholasville, Stamping Ground, Stanton, Versailles, Winchester and the counties of Woodford and Montgomery. Currently the franchise for local cable television is through Time Warner Inc. Time Warner Inc provides local residents with a public access channel on 506 and negotiations are ongoing to expand and better these services. The cable provides hundreds of channels for communities from which to choose, with educational television on Channel 46 from the Lexington-Richmond, KY transmitter. The Cable Company has replaced most of the Mount Sterling communities coaxial cable system with fiber optic cable, which may be used for future Internet and more modern equipment. The Planning and Zoning Commission believes the City of Mount Sterling should continue to participate in the Cable Coalition and negotiate for the most current and up to date services available.

The U.S. Post Office, who receives and dispatches mail twice daily, provides postal service. The postal services offered include Federal Express with overnight and other first class services.

The Mount Sterling Advocate is the City's only local newspaper, established in 1890. In 1961, the Advocate merged with the Mount Sterling Sentinel Newspaper. Located on 219 Midland Trail in the Industrial Park, The Advocate is published once a week on Thursdays and also publishes a weekly shopper's guide, mailed free to residents of five counties, including Mount Sterling-Montgomery County. The Mount Sterling Advocate has a circulation exceeding 6,600 with over 5,100 of these within the Mount Sterling-Montgomery County area. Several other newspaper subscriptions are

mailed and locally made available include the Lexington Herald Leader, Louisville Courier Journal, Winchester Sun and others located outside and within the Commonwealth of Kentucky.

COMMUNITY FACILITIES AND EVENTS

The completion of Easy Walker Park in 1992 has provided the citizens of Mount Sterling-Montgomery County with a large venue in which to explore interests in sports, music, family time and healthy recreational experiences. The park provides four baseball fields, two softball fields, twelve horseshoe pits, one picnic pavilion, four soccer fields, four tennis courts and two basketball courts. The walking trails were repaved and widened in 2001. There are three playgrounds with modern play equipment. The Kiwanis Club joined with the Parks Department in 2002 to provide a tot-lot fenced play area in the park for younger children. The Recreation Commission offers the following activities at the park:

6. Youth Baseball
7. Youth Softball
8. Youth Soccer
9. Industrial Men's Softball
10. Co-ed Industrial Softball
11. State sanctioned horseshoe tournaments
12. Two Gospel music programs
13. Christmas in the Park program
14. Family reunions (Picnic Pavilion)
15. Easter Egg Hunt
16. Fishing in the Park
17. Kite flying contests
18. Senior Citizen's Day at the Park
19. Tennis instruction and leagues
20. Touch a Truck and Equipment Day
21. Industrial use of the Park for employee days

Herb Botts Memorial Park is a 32-acre park near Mt. Sterling Elementary School located just off the By-Pass on 6305 Indian Mound Dr. The park was named the "Herb Botts Memorial Park" in honor of Herb Botts, a lifelong supporter of Parks and Recreation as well as a member of the Parks and Recreation Commission Board of Directors for many years. The park has picnic tables, park benches, walking trails and features an 18 hole Disc Golf Course. The park is open daily from daylight to dark.

The Mount Sterling Pool serves a large number of patrons during June and July. Swimming lessons and an aquatic camp are offered. The park at the pool has two tennis courts, one full court basketball court and two half-basketball courts. A picnic pavilion is also available. Playground equipment is available for younger children.

Mission Statement

The Mount Sterling-Montgomery County Parks and Recreation Commission is dedicated to providing high quality recreational programs, leisure activities and facilities that encourage individual growth and promote a sense of community belonging and pride. Our staff is committed to cultivating and protecting Montgomery County's natural resources and to working as partners with public and private organizations and individuals in the community to preserve the City and County as a safe, caring and

healthy community.

Personal Benefits

With regard to individuals in our community, the Mount Sterling-Montgomery County Parks and Recreation Commission is dedicated to providing benefits which can enhance the self esteem of an individual and to creating equal opportunities for everyone for fun, play, entertainment and socialization by providing fair and balanced facilities and activities, by teaching skills for and encouraging a wide and varied use of leisure time, by facilitating every individual's health and fitness and by kindling each person's self esteem through recreation, encouragement and support.

Community Benefits

With regard to the community as a whole, the Mount Sterling-Montgomery County Parks and Recreation Commission is dedicated to providing social and community benefits which protect and improve the physical environment and the social environment by influencing community development, by developing our parks and programs as a source of foundation for community pride and by hopefully assisting to build strong families and a strong community.

Water and Sewer

The Mount Sterling-Montgomery Planning and Zoning Commission is aware of the need and responsibility of all its citizens to conserve our natural resources and when reasonably possible to avoid any unnecessary pollution of the environment. The Mount Sterling Sewer plant facility is situated on an assemblage of several small tracts of land that were acquired at various times in attempts to satisfy the needs of a growing community. This assemblage of properties consists of more or less about thirty acres of land located just off East High Street. The sewer plant has been at the East High Street location since the first Sewer Ordinance was written and passed on March 10, 1959 by the Mount Sterling City Council. Various sewer additions and expansion projects have occurred at this location in response to satisfy a growing community's demand for waster water treatment. With increasing business and industrial growth comes the need for a diverse labor force naturally requiring homes for these additional residents and their families. Community growth naturally increases the demand for water and waste water treatment. In order to help satisfy the community's present and future needs, the Mount Sterling Water and Sewer System purchased approximately one hundred nineteen acres of land located on the Hinkston Pike within about three miles from the city limits. The property was purchased and the deed transferred in February 1999 with construction of this facility beginning three years later in February 2002. The facility is expected to be completed on or before August 2003. The Waste water Treatment Plant is planned as a 3.0 million-gallon per day activated sludge process, specifically an oxidation ditch. Sewage is transported to the new plant site though a gravity trunk sewer line approximately four miles long ranging in sizes of 30", 36" and 42" in diameter. The treatment plant process includes an influent pump station, screenings building for removal of debris/solids, oxidation provides for the treatment of contaminants and organics in the untreated waste water. The belt filter press removes the water from the wasted sludge then deposited into a dumpster taken to the landfill. Ultra Violet Disinfection Unit is used to sterilize bacteria or disease-causing organisms in the water before it is discharged to eliminate any health threat it may pose.

The Mount Sterling Water and Sewer completed in 2002, an expansion project to essentially double the amount of raw water available to Mount Sterling-Montgomery County Planning and Zoning Area.

This project included raising the existing dam of the Greenbriar Reservoir a total of ten additional feet, which increases the capacity from 567 million gallons to 1.1 billion gallon of raw water. The “Free Board Space” was created at the dam in order to provide a measure of safety should the spillway not be capable of handling the amount of water exiting the reservoir in periods of wet weather. In order to eliminate the possibility of water over topping the dam and potentially washing it out, sheet pilings were used because there was not enough clay soil on site to complete the “Free Board Space” necessary to provide this measure of safety. After water exits from the Greenbriar Reservoir it naturally flows down Slate Creek until it reaches the Mount Sterling Water Treatment Plant located on Howard’s Mill Road. The water exiting from the reservoir is controlled by a valve arrangement which allows water to be contained until levels in Slate Creek drop to a predetermined point at which time these valves are opened to replenish the raw supply for use by the water treatment plant.

Two reports are referenced and incorporated in this plan: 1) the 201 Facilities Plan and 2) the Comprehensive Water and Sewer Supply Plan for the Gateway A.D.D. completed by PDR, Inc. The recommendations in these reports generally present the premise that expansion of both the water and sewer facilities will be needed with expanding population. The expansion is proposed in the Urban Service Area of Mount Sterling.

Governmental Offices

The present City Hall is located at 33 North Maysville Street and was formerly the Traders National Bank building. The City of Mount Sterling purchased the 33 North Maysville Street building in 1994 and began making plans to remodel the building. In 1996 plans to remodel and renovate the building for government space was started and in 1997 City Hall moved from its former 40 Broadway location in to the newly renovated 33 North Maysville Street location. The City Hall building was built in the late 1800’s and since it’s recent renovation, this building is classified as being in good condition. The facility is masonry construction of two-story design with handicapped accessibility on the first floor and an elevator providing handicapped accessibility to much of the second floor. Most of the second floor is leased to the Commonwealth Attorney’s Office. There are no vacant offices in the building since the first floor and the remainder of the second floor is used by City government. The City Council Chambers is on the first floor along with a central meeting room, men’s and women’s public restrooms (1 of each) and offices of the city clerk, treasurer, building inspector and planning and zoning administrator, mayor and city administrator. This renovated City Hall building provides a true government center in the heart of the Central Business District. Parking for the City Hall employees is provided at the rear of the building and a space at the front is reserved as 15-minute customer convenience parking. As additional space is needed beyond the capacity of the currently finished areas of the building’s first and second floors, there is a basement, which was used by the Traders Bank as an employee refreshment and break area. This basement area has an old kitchen and a bathroom, a file storage room and a vault area that may be renovated and remodeled to provide some limited future office uses when the need arises. The intention of maintaining the governmental center in the Central Business District should be continued. The concept of other business offices in the Central Business District should also be encouraged.

Education

Demographics

- The figures below reflect the latest US Census Bureau education figures available for Montgomery County.

SUBJECT	KENTUCKY	MONTGOMERY COUNTY
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SCHOOL ENROLLMENT

Population 3 years and over enrolled in school	1,098,640	1,098,640	6,166	6,166
Nursery school, preschool	64,582	5.9%	316	5.1%
Kindergarten	59,122	5.4%	526	8.5%
Elementary school (grades 1-8)	455,679	41.5%	2,732	44.3%
High school (grades 9-12)	227,432	20.7%	1,414	22.9%
College or graduate school	291,825	26.6%	1,178	19.1%

EDUCATIONAL ATTAINMENT

Population 25 years and over	2,920,579	2,920,579	18,089	18,089
Less than 9th grade	211,256	7.2%	1,581	8.7%
9th to 12th grade, no diploma	285,453	9.8%	2,270	12.5%
High school graduate (includes equivalency)	989,067	33.9%	7,120	39.4%
Some college, no degree	599,340	20.5%	3,515	19.4%
Associate's degree	206,790	7.1%	968	5.4%
Bachelor's degree	372,738	12.8%	1,576	8.7%
Graduate or professional degree	255,935	8.8%	1,059	5.9%
Percent high school graduate or higher	(X)	83.0%	(X)	78.7%
Percent bachelor's degree or higher	(X)	21.5%	(X)	14.6%

*Source – US Census Bureau (2009-2013) Five Year American Community Survey
Public Schools

- The Montgomery County School District (Woodford Drive)

The Montgomery County School District serves approximately 4,900 students and consists of an Early Learning Center, three elementary schools (K-4), one intermediate school (5-6), one middle school (7-8), one alternative school (7-12), and one high school (9-12). The Accelerated Academy (7-12), focuses on science, technology, engineering, and math. Students are also served by the Area Technology Center and a 175 acre Agricultural Education Center. The school system offers a pre-school program, full day kindergarten, and before and after childcare services. The district employs approximately 337 classified and 381 certified employees.

Montgomery County Schools Percentile Rankings and Classifications have improved drastically over the last three years*.

	2011	2012	2013	2014	2014 KY Dept of Education Classifications
District	24	73	87	91	Distinguished
Camargo	26	82	93	86	Proficient/Progressing

Elementary					
Mapleton Elementary	57	97	77	96	School of Distinction/High Progress School
Mount Sterling Elementary	66	72	81	85	Proficient/Progressing
MC Intermediate School	-	-	78	98	Distinguished/Progressing/School of Distinction
McNabb Middle School	21	43	56	94	Distinguished/Progressing/High Performing School
MC High School	20	58	69	53	Needs Improvement

* From Kentucky Department of Education Comprehensive Improvement Plan for District (2014)

The following is a summary of the goals encompassed in the district comprehensive plan for this past school year (2014-2015).

- Graduation rate increase for schools to 94.5% by 2015.
- All students will perform at the Distinguished/Proficient level in reading and math.
- All students will graduate from Montgomery County Schools College and/or

Career Ready.

- The system will refine implementation of the Professional Growth and Effectiveness System (Teacher Evaluation System).

Montgomery County Schools boast some of the finest facilities in the state, which are available for use by the community with prior coordination. Among the facilities available for use are:

- A 4,000 seat multi-use facility that serves basketball, volleyball, wrestling, and concert events. Each school also has a gymnasium for use.
- Lighted, synthetic turf field facility that is used for football, soccer, band, cheerleading, and track and field. An adjacent field has a full size regulation track.
- An auditorium that is used for musical and theatrical events.

Private Schools

- There are three faith based private schools in the county that currently serve approximately 185 students (pre-kindergarten through fifth grade).

Public Post-Secondary Schools

- Morehead State University (MSU) at Mount Sterling (Clay Community Center off of Indian Mound Drive)

Morehead State University's Mount Sterling campus offers an excellent education in an intimate classroom environment. The regional campus, which serves students from seven counties, campus features a dedicated state-of-the-art nursing lab and two computer labs with network printers that are available to enrolled students. In addition, the campus administers the COMPASS test for those wanting to take a crucial step in kick-starting their journey in higher education.

An Adult Education and Career Center is also located at this campus. They provide literacy training, preparation for the GED examination and English as a Second Language (ESL) classes. In addition,

they provide preparation for COMPASS and ACT tests which can lead to post-secondary education. Students may choose to complete select associate and bachelor's degree programs at the center in areas such as nursing, social work, business and more. Students can also start their general education courses at MSU in Mount Sterling and then continue their education in Morehead if major courses are not available. Convenience is one of the key advantages a regional campus offers.

- Maysville Community & Technical College (Calk Avenue/Levee Road)

Maysville Community and Technical College (MCTC) offers classes at the Montgomery Extension. By providing education and training close to where people live and work, MCTC offers the region's residents the opportunity to complete certificate, diploma, and associate degree programs that prepare them to enter a career field or to proceed with a baccalaureate program. Day, evening, web-enhanced, and web-based classes enable working adults to update their professional skills at times that are compatible with their work and family responsibilities. Partnerships with the high school and local business and industry help students gain college credits or workplace skills to meet their educational and career goals.

- Montgomery County Cooperative Extension (Locust Street)

Kentucky's two land-grant universities, the University of Kentucky and Kentucky State University, serve as partners in conducting educational programs through Cooperative Extension. The program delivery process involves Extension faculty, county agents, advisory council members, volunteer leaders and the general public. The Extension is the educational resource for all county residents that serves as a catalyst to build a better community and improve the quality of life.

CHAPTER IV **POPULATION HOUSING AND ECONOMIC** **ANALYSIS AND PROJECTIONS**

For the purposes of developing an understanding of the total number of people to be accommodated in the City of Mount Sterling, population statistics for several areas should be considered. Statistics for the City itself, for the planning area and for Montgomery County should be analyzed and projections established. The principal objective of this element is to develop projections for the future Mount Sterling area and not just for those areas inside the city limits. The reason for this is that the developments around the City may at some future date be annexed into the city services, may be identified as a part of Mount Sterling, or may otherwise affect the City of Mount Sterling and its services or resources.

Population History

The following table presents a summary of statistics for recorded population for the city, the planning area, Montgomery County and the Gateway Area Development District.

TABLE IV-1
Population History

Census	City of		Montgomery		Gateway	
<u>Year</u>	<u>Mt. Sterling</u>	<u>%Change</u>	<u>County</u>	<u>%Change</u>	<u>ADD</u>	
<u>%Change</u>						
1870	1,040					
1900	3,561	+242.40	12,834		55,455	
1910	3,932	+ 10.42	12,868	.26	58,706	
5.86						
1920	3,995	+ 1.60	12,245	-4.84	56,005	
- 4.60						
1930	4,350	+ 8.89	11,660	-4.78	53,716	
- 4.09						
1940	4,782	+ 9.93	12,280	5.32	58,983	
9.81						
1950	5,294	+ 10.71	13,025	6.07	54,565	
- 7.49						
1960	5,370	+ 1.44	13,461	3.35	50,715	-
7.06						
1970	5,083	- 5.34	15,364	14.14	55,678	
9.79						
C. 5,820	+ 14.50	20,046	30.47	66,340	19.15	

1990	5,362	- 7.82	19,561	-2.42	66,346	0.01
1997	5,403		20,778	NA	NA	NA
1998	5,465		20,778	NA	NA	NA
1999	5,710		21,636	NA	NA	NA
2000	5,876		22,554	NA	NA	NA
2001	NA		23,042	NA	NA	NA

Source: U.S. Bureau of the Census.

The population change from 1970 to 1990 for the City of Mount Sterling is an increase of 5.49%. Montgomery County population during this same period increased 27.32%. Mount Sterling experienced decreases in population between 1960 and 1970 and 1980 to 1990. Montgomery County and Mount Sterling increased in population in several decades while the ADD experience decreases in population.

The University of Louisville, Population Research Unit of the Urban Studies Center, has made population projections for the County and City. The University of Louisville has been established and recognized as the official population research and information center for the Commonwealth of Kentucky. The University of Louisville has been designated as the State Data Center.

Also significant to the future projections is the future annexation of developed and developing areas. It is extremely difficult, if not impossible, to predict which areas will be annexed and the future population of those areas, thus the annexation factor is omitted from the City projections.

The important figure in the University of Louisville estimates is the projected growth in the County. The planning area around Mount Sterling will experience substantial development in the next 10 years and in the future due principally to several factors. Some of the more important considerations are 1) the completion of the by-pass, 2) the development of two industrial parks and subsequent employment increases, 3) the availability of water and sewers which are necessary for urban and higher density development, 4) the continued improvement of the Mount Sterling economies and the important regional role that the city plays, and 5) the increased desirability of living in Mount Sterling. All of the above factors make the housing market strongest for the planning area.

In addition to the above factors, the amount of vacant land (500 acres), the ability to build apartments due to transportation and urban services, and the demand for group housing in a location where higher standards of living for the future population is possible, all enforce the conclusion that the city will continue to increase in population.

POPULATION AND HOUSING

Methodology

The 1970, 1980, 1990 and 2002 population and housing figures for the Mount Sterling Planning Area

were derived from several sources by various methods. The 1970 figures were assembled by taking the census count for the corporate limits and adding the 850 dwellings counted by Howard K. Bell in their work in the 201 Facilities Plan.

A multiplier of 2.5 was used as an appropriate number of persons per dwelling to total 2,083. (The County multiplier in 1970 was 2.777). The total 1970 planning area was then 7,166. Adding the census figures to the H.K. Bell survey derived housing totals.

The 1980 count was established by adding to the 1970 figures the observed and assumed changes. A 1980 aerial photography series of maps were used along with a visual survey to derive the total number of housing units in the planning area, this figure was compared to local officials' estimates that at least 65% of all permits in the 1970-1980 period were for new housing in the planning area. There were 2,000 dwelling units constructed in the County in the period for an average of 200 units per year. Sixty-five percent of the housing units (1,300) were added to the 1970 figures for comparison to the aerial and visual survey data with good result. Total dwellings in 1980 are 4,262. The 1980 census figures of average number of persons per household (2.777) were used to arrive at the total population in the planning area.

The 1990 count was established by observed and assumed changes to the 1980 count. In 1986 the Kentucky Transportation Cabinet completed aerial photography for Montgomery County and the Mount Sterling area. These photographs were used to assist in the verification of residential building permits in the planning area. Local sources indicate that the assumption of 62% at that time of County permits being in the Mount Sterling planning area are reasonable and could be used for future projections.

The 2002 count was established by figures as reported by the Code Enforcement Officers for the city and assumes a 1% increase since the 1980 census.

With the exception of the number of apartments not being reflected in the number of building permits, the local number of building permits issued and housing starts compares favorable with the corresponding figures.

TABLE IV-2
Montgomery County and Mount Sterling
Building Permits

MONTGOMERY COUNTY Y MOUNT STERLING		Single Family	Two Famili y	Units	Multi- Famili y	Units	County Total	50%	Single Family	Two- Famili y	Multi- Famili y	Unit s
1990		22	1	(2)	-	-	25	12.5	6	-	-	-
1991		31	1	(2)	-	-	34	17	-	-	-	-
1992		52	2	(4)	-	-	58	29	10	-	1	28
1993		53	4	(8)	4	(16)	85	42.5	19	2	-	23
1994		76	-	-	-	-	76	38	22	2	-	26
1995		71	2	(4)	1	(4)	82	41	9	-	-	9
1996		112	1	(2)	2	(8)	125	62.5	19	32	2	107
1997	93	1	(2)	-	-	96	48	33	19	-	71	123
1998	104	6	(12)	-	-	122	61	21	5	1	37	64
1999	99	6	(12)	-	-	117	58.5	16	5	1	32	59
2000	93	3	(6)	5	(15)	107	53.5	24	4	-	32	60
2001	78	13	(26)	1	(3)	92	46	19	16	-	35	70
2002	97	18	(36)	-	-	133	66.5	15	6	2	43	66
TOTAL	981	58	(116)	13	(46)	1152	576	213	91	7	443	759

Source: Local Building Inspectors, 1999.

Note: 50% reflects the percentage of County Building permits in the Mt. Sterling planning area.

The population and housing projections were derived by comparison of various methods and previous projections as part of the previous plans of the Mount Sterling-Montgomery County Development Plan (1971), the Urban Transportation Study (1970), and 201 Facilities Plan and the 1970, 1980, 1990 and 2000 Census.

The principle projections by the consultant are based upon the following considerations:

1. The City showed a 14% increase in population in the 1970-1990 decades, and building permits in the area have not lagged as much as other urban areas. From 1990 to 2000 there has been an increase in excess of 15% per year.
2. The planning area has been, and is expected to continue to be the area with the greatest development activity with 60% of residential building construction within the planning period.
3. Industrial expansion and reinvestment in the planning area will tend to continue the present trends of growth.
4. The by-pass will encourage additional development and a continuance of present trends.
5. The present urban services remain of such quality and capacity that additional development can be

accommodated without adversely affecting those services.

6. The planning area has increased in population by almost 10% from 1990-2000.
7. The County increased 30.5% in population and 41.1% in housing during the 1970- 1980 decade. The County decreased 2.42% in population and increased 8.73% in housing during the 1980-1990 decade. The county increased 8.04% in population during the 1990-2000 decade.
8. The current recession and economic problems will not be felt as severely in the planning area due to the continuing investments in the area and due to the economic stability evidenced in recent commercial building and developments.
9. The planning area due to its present level of infrastructure and development, roads and urban services are likely to increase in its proportion of total County population to an estimated 75% of the total. The proportion of County population in the planning area has temporarily increased an average of 50% per decade and it is anticipated to continue in the 2000 – 2010 decade.
10. There will be some slowing of growth between 1990-1995, but due to the above factors and anticipated new employment, growth may be back to the 1970-1980 rates between 2005 through 2010.
11. The City has annexed various commercial and industrial areas adjacent to its corporate limits. When additional lands are annexed, the provision of urban services to the annexed areas will cause an expansion of the urban services. The expanded urban services will also encourage additional development in the corporate limits and the planning area will assist in the implementation of this Comprehensive Plan.

POPULATION AND HOUSING PROJECTIONS

The following table presents projected population and housing form Montgomery County principally based upon adjusted rates of increase and a continuation of present trends of fewer persons (pphh) per household. It is noted that the persons per household are continuing to decrease throughout the planning period from 2.64 in 1990 to 2.13 in 2030. Even though the population may show a minor decrease, due to the fewer persons per household the number of dwelling units have and will increase.

TABLE IV-3
Population and Housing Projections
Montgomery County

Year	Population	Housing Units	pphh	Pop. % Increase	Housing % Increase
1960	13,461	4,487	3	3.3	
1970	15,364	5,128	2.9	14.13	14.2
1980	20,046	7,238	2.77	30.5	41.1
1990	19,561	7,870	2.64	- 2.42	8.73
2000	21,430	8,606	2.48	9.55	9.35
2010	21,730	9,322	2.34	1.40	7.32
2020	21,390	9,655	2.22	1.6	3.57
2030	20,480	9,615	2.13	- 4.25	- .41

Source: U.S. Census and University of Louisville, State Data Center.

The relationship of the Mount Sterling Planning Area to the total County population increased from 49.5% in 1970 to nearly 59% in 1980 and 62% in 1990. The relationships are shown in the following table. The smallest growth period is projected in the 2020-2030 decade. For planning purposes, 62% in 2002. The relationships are shown in the following table. The smallest growth period is projected in the 2020-2030 decade. For planning purposes, 62% of County population is the basis of future planning area growth throughout the planning period.

TABLE IV-4
Mt. Sterling Planning Area and
Montgomery County Population Relationships

Year	Co. Population	% In Plan. Area	Plan. Area Population	Plan. Area Pop. Increase	Plan. Area % Increase
1970	15,364	48.5	7,600		
1980	20,046	58.9	11,805	+ 4,205	55.3
1990	19,561	62.0	12,128	- 323	- 2.74
2000	24,349	65.0	13,287	+ 4,788	19.63
2010	24,650	65.0	13,473	+ 201	.08
2020	24,350	65.0	13,261	- 300	-1.07
2030	23,000	65.0	12,697	-1,350	-5.8

Source: University of Louisville Projections, State Data Center, 1999 and U.S. Census 2000. Based upon projected County household increases and persons per household. Planning area data compiled by consultant.

The population within the planning area is projected to increase at a smaller rate throughout the planning period. Of particular importance is the percentage of total County population residing in the planning area. This percentage is, in essence, the principal determinant of the future planning area population. It is reasonable to assume that 65% of the County population will live in the planning area by the year 2010. It is difficult, however, to accurately predict the conditions affecting the population after the year 2010 and consequently, those figures are basically a continuation of established trends of 65% of the County population residing in the planning area. The University of Louisville in its household projections for Montgomery County was the major source of population projections for Montgomery County.

The projected number of housing units is directly related to the number of persons per dwelling unit (pphh). The rate of increase in dwellings is projected to be higher than the rate experienced in the 1970-1980 period due to current home mortgage rates and local availability of manufacturing jobs. The following table presents projections of the planning area for housing, population and the rate of increase for housing units over each ten-year period.

TABLE IV-5
Projected Housing Units
Mt. Sterling Planning Area

<u>Year</u>	<u>Population</u>	<u>Persons/d.u.</u>	Total <u>d.u.(1)</u>	Total 10 year <u>% increase</u>	<u>Increase</u>
1970	7,750	2.9			2,672
1980	11,805	2.77	4,262	59.5	1,590
1990	12,128	2.64	4,585	7.58	323
2000	13,287	2.48	5,160	12.54	575
2010	13,473	2.34	5,555	7.65	395
2020	13,261	2.22	5,761	3.71	206
2030	12,697	2.13	5,736	-.43	-25

Source: University of Louisville State Data Center, 1999, Household and Persons per Household Projections.

Note: Total dwelling units are computed at 1% greater than total households based upon 20 year averages.

The City of Mount Sterling is projected to continue to increase in population at a rate considerably less than the rate experienced between 1970-1980. Previous projections for the City and County are considered too conservative due to the availability of building sites, the established growth momentum, the need for housing with urban services, the previous increase in dwellings, and the continuing investment in the community. It is for these reasons that the planning area will experience a greater growth rate than that of the County as a whole. It is expected, therefore, that the population for Mount Sterling planning area will increase at an annual rate between 1 and 1.5% in the next 5 years. The growth during the first half of the decade (2000-2010) will most likely be at a diminished rate due to maxxed out industrial and commercial investments. This would mean that the annual building permits would move to below average rates in the planning area as we move to the middle of the decade.

AGE GROUP PROJECTIONS

The following table of projected Montgomery County population is broken down according to age groupings for periods between 1980-2030. Of particular importance are the projected increases of population in the higher age groups. The 19-64 age group is expected to increase from the present to the year 2003. The increase in the 0-18 age grouping is decreasing from the present to the year 2030 and should be reflected in school enrollment.

TABLE IV-6
Montgomery County
Projected Population by age group
1980-2030

YEAR	TOTAL	00-18	19-64	65+
1980	20,050	6,690	11,240	2,120
1988	20,470	5,960	12,210	2,300
1990	20,660	5,690	12,690	2,370
2000	24,349	5,615	14,039	2,897
2010	24,650	5,000	14,230	3,030
2020	24,350	4,500	13,460	6,390
2030	23,000	4,000	12,000	7,000

Source: University of Louisville State Data Center; U.S. Department of census and consultant projections.

Note: These projections were made prior to the 1990 Census as indicated in the 1988 and 1990 projections of total population. Actual 1990 Census of population was 19,561.

TABLE IV-7
Montgomery County Senior Citizens
Population Changes 1980-2000

Age Group	1980	1990	2000	% Change	Kentucky % Change
55-64	1,768	1,800	2,072	13	-2.7
65-74	1,272	1,422	1,549	8	7.7
75 +	845	1,097	1,351	18	23.5

Source: University of Louisville State Data Center.

POPULATION PROJECTIONS COMPARISON

Previous projections by other studies have been considered in the projections for the planning area and the County. Most of these projections were made prior to the release of 1980 census. Again, projections in this Plan are prior to revised projections based on the 1990 Census. Of particular importance in this Plan are the projections of the University of Louisville State Data Center for Montgomery County. It is reasonable to assume that their projections are conservative throughout the planning period. When their figures are updated, it is assumed that they will more accurately reflect increasing growth rate and will be more consistent with the previous projections for the planning area.

Housing Need

The City of Mount Sterling has an established public housing program operated by the Mount Sterling Public Housing Authority. Their housing projects are located at three sites and consist of 130 existing units. In addition, under private sponsorship, a 50-unit elderly high-rise housing apartment building has been constructed adjacent to the Montgomery Square Shopping Center on Chenault Lane.

ECONOMIC ANALYSIS

The economies of Mount Sterling, the planning area, the County, the Area Development District and the Labor Market Area are generally interrelated. The closest relationships are found between the smaller planning areas and in the relationships between the city and the county.

The Labor Market Area extends from Montgomery County into Bourbon, Nicholas, Bath, Menifee, Powell, and Clark Counties. The following table presents Labor Force Characteristics of Residents of Montgomery County and the Labor Market Area, and the Estimated Labor Supply from 1979-2001.

TABLE IV-8
Labor Force Employment Characteristics, 1979 and 2001

Total Available Labor - 2000

Labor Market Area	Total	Unemployed	Potential Labor Supply	Underemployed	Future Labor
Labor Market Area	18,129	3,142	2,424		12,563
Montgomery County	3,635	517	253		2,865

Source: U.S. Department of Labor, Bureau of Labor Statistics; KY Cabinet for Economic Development.

Note: Total Available Labor = Unemployed + Potential Supply + Underemployed.

Unemployed – people currently not employed, but actively seeking work.

Potential Labor – people not in the labor force, but work of jobs were available.

Underemployment – people employed in wholesale/retail trade and non-professional jobs.

Future Labor – people becoming 18 years of age 2002 – 2006.

Civilian Labor Force – 2001

	Montgomery County	Labor Market Area
Civilian Labor Force	13,428	75,280
Employed	12,565	70,582
Unemployed	863	4,698
Unemployment Rate	6.4	6.2

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Unemployment Rate (%)

Year	Montgomery County	Labor Market Area	KY	U.S.
1997	4.8	5.4	5.4	4.9
1998	4.2	4.2	4.6	4.5
1999	5.1	4.2	4.5	4.2
2000	3.9	4.2	4.1	4.0
2001	6.4	6.2	5.5	4.8

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Commuting Patterns

<u>Residents of Montgomery County 1990</u>		<u>Present</u>
Working and Residing in County	5,716	68.9
Commuting out of County	2,586	31.1
Total Residents	8,302	100.0

Employees in Montgomery County

Working and Residing in County	5,716	74.8
Commuting into County	1,930	25.2
Total Employees	7,646	100.0

Source: U.S. Department of Commerce, Bureau of Economic Development, Journey to Work data.

TABLE IV-9

Labor Market Area Population

Total Population

	1997	1998	1999	2000	2001
Labor Market Area	142,652	144,164	146,225	148,635	150,361
Montgomery County	20,778	20,932	21,636	22,554	23,042
Mount Sterling	5,403	5,465	5,710	5,876	NA

Source: U.S. Department of Commerce, Bureau of the Census.

Population Projections

	2005	2010	2015	2020
Labor Market Area	156,595		164,124	171,331
178,323				
Montgomery County	24,349		26,089	27,841
29,617				

Source: KY State Data Center; University of Louisville and Kentucky Cabinet for Economic Development.

Population by Selected Age Groups, 2000

	Montgomery County		Labor Market Area	
	Number	Percent	Number	Percent
Under 18	5,615	24.9	36,100	24.3

18-24	1,961	8.7	15,994	24.3
25-34	3,324	14.7	20,336	13.7
35-44	3,479	15.4	22,696	15.3
45-54	3,203	14.2	20,578	13.8
55-64	2,072	9.2	14,292	9.6
65-74	1,549	6.9	10,219	6.9
75 and older	1,351	6.0	8,420	5.7
Median Age	36.0			

Source: U.S. Department of Commerce, Bureau of the Census.

EXISTING INDUSTRY MOUNT STERLING MANUFACTURING FIRMS, THEIR PRODUCTS AND EMPLOYMENT

A.O. Smith

Jerry Shrout/Donna Royse
2001 Owingsville Road
498-1020 x239
Hermetic Motors
138 employees
aosmith.com

Equine Textiles

Peter Armato
418 East Main Street
498-5096
Wraps & Bindings
22 employees
equinetextiles.com

Hoffman Engineering

Gene Caston/Becky Shelton
200 Oak Grove Drive
497-3100
Electrical & Electronic Enclosures
237 employees
hoffmanonline.com

American Highway Fence

Robert Reynolds
P.O. Box 717
498-0038
4 employees

FibreForm Containers

Brad Arnold
106 Adena Drive
498-3990
Recycled Paper
15 employees

Jockey International

Tim Willis/Shirley Lowe
2671 Owingsville Road
498-0474
Undergarments
75 employees

CKCS

Dale Sorrell
1140-A Levee Road
P.O. Box 755
497-0236
Corrugated Boxes
30 employees

Gateway Manufacturing

Doug Gessford/Daryl Eason
124 Apperson Heights
497-0058
Sub-Assembly/Baby & Pet Gates
50 employees
gatewaymanufacturing.com

Kirk National Lease

John Stelzer/Cliff Davis
258 Midland Trail
498-6780 (800)860-2181
Truck Fleet Maintenance
4 employees
kirknationallease.com

Cooper Tire & Rubber Co.

Ken Haynes/Jerry Goble
250 Oak Grove Drive
497-9600
Automotive Hoses
615 employees
coopertire.com

Gold Kist

Steve Bromagen
P.O. Box 1248
498-1620
Packaging & Distribution
17 employees
goldkist.com

Kyosan Denso Mfg. Of KY (KDMK)

Steve Kudo/Mary Grider
65 Clarence Drive
497-2040
Automotive Fuel System Parts

Custom Machining

Jim Pierce
101 Adena Drive
P.O. Box 866
498-9898

Greathouse Packaging

Robert Greathouse
244 Midland Trail
498-1188

Langley Products

Rick Langley/Robert Gottshall
256 Midland Trail
499-0322
Candles

General Machine Shop
15 employees
custommaching.com

Eastern Electroplating
Bill Pirschel
292 Midland Trail
498-5115
Electroplating
9 employees

Caudill Truss Co.
Wooden Roof Trusses
15 employees

MagnaFlex Industries
Willi Jahr
211 Windsor Drive
498-3537
Chimney Pipes
19 employees
magnaflex.com

Mid-States Plastic
Tom Heierbaucher/James Crouch
280 Midland Trail
498-7615
Water Well Housings
54 employees
msmeterboxes.com

Minserco
Ronnie Daniels
1140 Levee Road
Mining Equipment Repair
498-1578
100 employees

Mountain Town Machining
Frank Fortune
2121 East High Street
Tool Machining
10 employees
mountainmachining.com

Mt. Sterling Industries
Robert Adams
502 Wilmont Road

Speciality Packaging
30 employees

Grief Brothers
Doug Reeves
215 Midland Trail
498-6863
Molded Plastic Drums
47 employees
griefbros.com

Hasco Newspapaers
Newspaper Pub./Offset Printing
15 employees

Nooyen Manufacturing, Inc.
Hubert Verhofstadt
111 Adena Drive
497-4429
Galvanized Steel Hog Flooring
11 employees

Performance Toner Products
Doug Lancaster
95 Adena Drive Ste. 4
498-4545
Total Laser Printer Care
10 employees

Precision Resource
Horst Griesbaum/Sandy French
171 Oak Grove Drive
498-5887
Metal Stamping
56 employees
precisionresource.com

Quality Cabinets
Ken Darnell/Kathy Charles
51 Clarence Drive
498-9801
Kitchen Cabinets
400 employees
texwood.com

R S Technical Services
Kyle Chandler
292 Midland Trail

53 employees

Lion Apparel
Ron Thornton
140 Clarence Drive
498-0798 x256
Unifrom Mfg.
106 employees

Snap Lock Inc.
Robert Reynolds
P.O. Box 160
498-7556
Tie wire for fencing
6 employees

Sterling Mfg. & Reworks, Inc.
Carl Hartgrove/J.D. Moore
1140 Levee Road
P.O. Box 271
498-7939
Packaging, Assembly, Sort, Rework
14 employees
sterlingmfgsetel.com

Summit Polymers
Eric Patterson/Christie Smallwood
160 Clarence Drive
498-5456
Molded Plastic for Autos
254 employees
summitpolymers.com

Transcraft Corporation
Clay Johnston
3379 Owingsville Road
498-2382
Flat Bed Trailers
75 employees

Trojan, Inc.
Danny Duzyk/Dennis Duzyk

498-1015
Machine & Tool Shop
16 employees

Nestle'

(frmrly Chef America East) Bill Bonaccorso/Sharon Hatton
Mike Crawford/Melonie Brogli 120 Clarence Drive
150 Oak Grove Drive 497-0702
498-4300 Products from foam
Mfg. Hot/Lean Pockets 86 employees
800 employees
chefamericaeast.com

499-0122
Underground Pipeline Surveillance 498-0526
7 employees
Sub-Assembly
11 employees

Rogers Foam Products

trojaninc.com

The Walker Company

Arthur E. Walker Jr./
Stephanie Jones
105 Apperson Heights
498-0092

Limestone, Concrete, Asphalt
250 employees

Twelve Oaks Mill Work

Jimmy Thornberry
1 Quality Place/Jeffersonville
497-0017
Hardwood Dimensions
57 employees

TABLE IV-10
Montgomery County
Personal Income Sources
Earnings by Place of Work 1977-1998

	<u>1977 (000)</u>	<u>1998 (000)</u>	<u>1997-1998 % Inc</u>
Agriculture	\$8,139	\$8,950	9.96
Manufacturing	29,006	42,275	45.75
Mining	(N.A.)	1,005	.5
Construction	3,536	10,242	189.65
Trade	14,311	32,559	127.51
Finance	2,176	5,009	130.19
Transportation & Utilities	1,675	3,582	115.14
Services	7,187	23,261	223.65
Government	<u>5,527</u>	<u>16,149</u>	<u>119.82</u>
Total	\$72,094	\$143,032	98.40

Source: Kentucky Cabinet for Economic Development, 1999

Between 1977 and 1988, the most significant increases in income sources were experienced in services, government, and construction. Mining, agricultural and manufacturing showed a percentage increase between 1977 and 1988 of .5%, 9.96%, and 45.75% respectively. These increases are substantially lower than income sources in other sectors. The average increase during this period was 115% and the increase in manufacturing was 60.2% of the average increase.

Per capita personal income in Montgomery County between 1985 and 1989 increased 23.7% to \$11,403. This increase is 4.8% less than the percent change for Kentucky. The per capita personal income for Kentucky is \$13,823 and \$17,594 for the United States. The per capita income for Montgomery County is increasing at a rate just below national inflationary rates. Per capita personal income is presented in the following table.

TABLE IV-11
Per Capita Personal Income

Personal Income

	1995	2000	% Change
Montgomery County	\$15,602	\$20,673	32.5%
Kentucky	\$19,056	\$24,085	26.4%
U.S.	\$23,255	\$29,649	27.5%
Labor Market Area Range	\$11,338 - \$20,613	\$14,703 - \$29,526	

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Households

	2000	1999	
	Number of	Persons Per	Median Household
	Households	Household	Income
Montgomery County	8,902	2.5	\$31,746

Source: U.S. Department of Commerce, Bureau of the Census

Retail sales increased 24.43% from \$90,690,000 in 1979 to \$112,844,000 in 1987. Significant increases in retail sales between 1979 and 19987 were in automotive dealers (including service stations) and in eating and drinking places. Other leading growth areas were in furniture and drug stores. It is significant to note that there was a decrease in dollar sales in food stores during the same period. These increases exemplify the important role that the area is playing in acting as a regional center. Some caution should be exercised in interpreting this great increase due to inflationary factors, but the expansion of retail facilities has been substantial since 1979.

TABLE IV-12
Weekly Wage by Category, 2001

**Average Weekly Wage,
2001**

	Montgomery County	Kentucky (Statewide)	U.S.	Ohio
All Industries	\$446	\$577	\$697	\$640
Mining	0	872	1,148	910
Construction	545	630	737	717
Manufacturing	529	732	827	822
Trade, Transportation, Utilities	379	548	621	576
Information	378	658	1,078	839
Financial Activities	472	691	1,065	796
Services	340	495	610	550
Public Administration	520	617	773	763

	Indiana	Illinois	Tennessee	Virginia
All Industries	\$611	\$752	\$606	\$706
Mining	885	967	870	862
Construction	706	911	654	672
Manufacturing	810	842	710	736
Trade, Transportation, Utilities	535	678	592	587
Information	681	982	759	1,436
Financial Activities	757	1,155	819	925
Services	515	661	530	651
Public Administration	590	807	612	905

*Source: U.S. Department of Labor,
Bureau of Labor Statistics*

Employment and Work Force Projections

In order to develop projections for the planning area and County, the existing relationships and changes should be analyzed. In 1980 the County population was 20,046 persons. The work force consisted of 7,861 persons for a percentage of 39.2%. In 1990 the county population was 19,561, the work force consisted of 8,542 persons and the labor force and population percentage was 56.33%. The civilian work force percentage is at the highest level of anticipated participation and is increasing substantially as more than one member of a household is employed.

The manufacturing employment is 2,035, which is 23.8% of the work force.

This situation should continue due to the desirability of industrial location and development in the planning area and the development of Midland Trail Industrial Park and Woodland Industrial Park north of I-64. It appears both reasonable and feasible that Woodland Industrial Park may expand westward or eastward once development has occurred in the existing industrial park. In addition to the development of new facilities in the planning area, it is anticipated that new industries will be locating in existing vacant industrial buildings, which present a substantial economic growth activity. According to national standards, the area has sufficient industrial acreage to develop until the year 2010.

Although sufficient acreage is allocated in this plan for industrial expansion, there may occur an instance where a large manufacturing company needing 250 to 500 or more acres may be interested in locating along either side of I-64. This area is highly desirable for industrial development due to visibility and access from I-64, the availability of utilities, the possibility of incentives and financing, and the provisions of city services.

TABLE IV-13
WHAT 100 NEW MANUFACTURING JOBS MEAN
TO A KENTUCKY CITY

In New Wages:

100 new manufacturing jobs	\$2,592,776
95 other non-manufacturing jobs	\$1,561,007
3 construction	\$54,019
5 transportation,	\$111,471
communication, and utilities	
24 wholesale/retail trade	\$345,706
5 finance, insurance, real estate	\$109,515
29 service occupations	\$470,190
2 government	\$64,024
13 other occupations	\$44,589
Total 195 new jobs	<hr/> \$4,153,783

In Terms of People:

107 more households
4 more retail stores
103 more car registrations
87 more school children
344 more people

In Money:

\$4,153,783 increases in annual income

In Addition Retail Sales:

Food Stores	\$89,465
Eating & Drinking Places	\$195,573
General Merchandise	\$66,154
Home Furnishings & App.	\$20,152
Automotive Dealers	\$101,886
Apparel & Accessory Stores	\$16,543
All Other Stores	\$103,935

To Local Commerce:

Retail Sales	\$1,527,239
Bank Deposits	\$270,241

Other Expenditures \$350,118

Source: Kentucky Department for Economic Development.

Note: These estimates are based on methods developed by Associated Industries of Kentucky. Wage and retail sales statistics on the county level have been applied to calculate estimates for a particular locale. Statewide averages have been applied to calculate estimates for manufacturing wages and any category for which data are not disclosed.

CHAPTER V TRANSPORTATION ANALYSIS AND PLAN

TRANSPORTATION PLAN

Over the years, Mount Sterling and Montgomery County have had numerous transportation studies done. The Kentucky Department of Transportation, in conjunction with Watkins and Associates of Lexington, completed an "Urban Transportation Study" in 1970 for the City of Mount Sterling and its urban (or planning) area. The study area consisted of 6,539 acres or 10.2 square miles of land, an area generally consistent with the planning area at that time. This study was completed with the assistance of a Citizen Task Force, comprised of local elected and appointed officials as well as citizen members. To date, no further studies have been done. It is recommended that future studies be done even though many past assumptions hold true today.

Following the recommendation in the Transportation Plan, by-pass construction has been completed in all areas except the southeastern section, regarding this area has the least developable for urban purposes. The initial "coal haul" designation, connection with I-64 and industrial development has changed, and consequently, the by-pass was completed in all areas except the northeast section.

Recommended Improvements

The previous Transportation Plan provides the basis for much of the transportation element in the Comprehensive Plan and its research, analysis and general conclusions are incorporated in this Plan. The Planning Commission further reviewed and updated these recommendations and is listed below.

12. U.S. 460 (Maysville Street). The present two-lane facility is recommended to be widened to three lanes with a center turn lane in the residential area and to four lanes with sidewalks, curb and gutters in the commercial area.
2. KY 11 is recommended to be widened from U.S. 460 south to the by-pass.
 16. KY 647 is recommended to be improved and widened in the same manner as KY 11 between Smith Street and Osborne Road with curbs and sidewalks.
 17. KY 713 (Locust Street) between Queen and Smith Streets should be widened to 36 feet with curbs and sidewalks.
 18. Mount Sterling by-pass was recommended to be completed to a four-lane facility after 1990 and is now recommended before 2005. The necessary parts of the by-pass have been widened to four lanes.
 19. Richmond Avenue should be widened to provide one lane of parking, curbs and sidewalks between Locust Street and Chenault Lane. Curbing was completed in 1989 and 1990.
 20. Smith Street should be rebuilt to provide parking one side, sidewalks and curbs.
 21. High and Main Streets shall be widened and utilities relocated.

The private sector in the developmental process should complete the developmental street extensions.

It is not a City responsibility to build streets for private developers, rather to encourage the extensions where appropriate and when feasible. The city involvement is to recognize the beneficial aspects resulting from the connections and/or extension.

The realignment and widening of U.S. 460 south from the by-pass through Camargo. This improvement has greatly improved access to South Mount Sterling and enhances development in the southern portion of the urban service area.

In addition to the recommendations in the Urban Transportation Study, the following improvements are recommended:

5. Encourage the construction of collector streets in the southeastern area, inside and intersecting with the by-pass.
6. Connect U.S. 60, Hinkston Road and U.S. 460 with a connector road, which should serve as the extension of the by-pass. The first phase of this project is to connect N. Maysville (U.S. 460) with Hinkston Road. This much-needed connection would provide access to industrial areas and would eliminate many existing problems with the Hinkston Road-N. Maysville intersection.
7. Improve the Hinkston Road from N. Maysville Street to the Industrial Park, with a high priority on the section between the proposed connector road and the entrance to the Industrial Park.
8. Local governments should be encouraged to continue with the acquisition of the railroad right-of-way for the development of a lineal open space system. The area to the east of the Central Business District would provide an excellent linkage between Easy Walker Park and the downtown area. The area to the south would enhance linkages along Hinkston Creek to Pribble Park. Federal and State programs providing assistance should be pursued in the development of walkways and/or bikeways on and connecting to this right-of-way.

The most difficult improvement recommended is the improvement of N. Maysville Street (U.S. 460). The improvement of North Maysville promotes access to the business district and North Maysville continues to experience some drainage problems. The concrete curbs are too shallow to properly handle storm water. It is recommended that North Maysville be widened to accommodate a center turn lane, new sidewalks, curb and gutter and new street lighting.

CHAPTER VI LAND USE ANALYSIS AND PLAN

Land use is the term that relates to the use to which land is put. Land is classified into various land use areas for analysis and planning purposes. The general categories of land use are residential, commercial, industrial, public and institutional, and vacant or agricultural. Often these categories are further classified into degrees or type of general category. For example, there are two types of industry—light and heavy, three types of residential—low, medium and high density.

EXISTING LAND USE INVENTORY

To determine the existing land use, extensive use of aerial photography and existing maps were used. Much of this information was obtained via the Internet. This work served as a valuable tool in mapping and in land use analysis. The information provided various types of use and the conditions of structures were noted. The results and summary of this survey are contained in this analysis. For analysis purposes, the areas inside the corporate limits of Mount Sterling were separated from the developed areas in the planning area. Significant differences were found in commercial use where 64.9% of all commercial lands in the planning area were located in the corporate limits. Also significant is that 90.04% of industrial acreage is located outside the corporate limits. The land use inventory is presented in the following table.

Table VI-1
1991 Land Use Inventory

Mount Sterling and Planning Area

Land Use	City Acres Existing	%	In City Limit Proposed	%	In City Limits Total	Outside City Limits Existing	%	Outside City Limits Proposed	%	Outside City Limits Total	Planning Area Total
Residential	1,535.10	76.6	469	23.4	2,004.10	958.60	22.4	3,316.30	77.6	4,274.90	6,279.00
Commercial	399.30	77.9	113	22.1	512.30	125.60	45.4	151.00	54.6	276.60	788.90
Industrial	139.10	97.2	4	2.8	143.10	894.70	69	400.20	31	1,294.90	1,438.00
Public/Institutional	59.90				59.90	106.60				106.60	166.50
Vac/Ag	5.50				5.50	49.30				49.30	54.80
Golf	384.00				384.00	NA				NA	384.00
<i>Sub Total</i>	3,109.40		586.7		3,108.00	2,134.80		3,867.50		6,002.30	9,111.20

TABLE VI-2
Land Use Trends
In Mount Sterling
1961-1981-1991-2003

Land Use	1961 Total Acres	1961 % of Total	1981 Total Acres	1981 % of Total	1991 Total Acres	1991 % of Total	2003 Total Acres	2003 % of Total
Residential	305	33	617.00	43.7	620.10	42.25	2,004.10	64.46
Commercial	27	3	160.20	11.4	200.20	13.64	512.30	16.47
Industrial	32	3	50.80	80.8	5.51	143.10	4.60	
Public/Institutional	50	5	80.00	5.6	84.00	5.72	59.90	1.92
Vacant/Ag	436	47	501.90	35.6	482.70	32.88	5.50	1.76
Streets/Rdways	81	9						
Golf							384.00	12.35
Totals	931.00	100	1410.00	100	1,467.80	100.00	3,108.90	100.00

As can be observed in the preceding table, the City area has increased by approximately 1,641.1 acres beyond I-64. The most notable increase in any land use category is the increase from 42.25 to 2,004.1 acres of residential land. Industrial uses in the City moderately increased, as did public lands.

An important consideration is the inclusion of streets and right-of-way lands in the 1981 district totals. Approximately 25-30% of the residential districts is comprised of street right-of-ways. The other districts are more likely to have 5 to 10% devoted to streets, except for the C.B.D. which would usually have 25% in streets.

The Land Use Plan Map presents existing land use in the planning area and is depicted with a solid color.

EXISTING LAND USE

For discussion purposes the City and planning area will be divided into several districts. Since the principal streets are North-South and East-West, the principal streets in each direction will serve as the general district boundaries. The districts are Northeast, Southeast, Southwest and Northwest. The Central Business District (C.B.D.) will be treated separately since it is at the conjunction of all districts and deserves a special section due to the unique and complex character of the area.

It is important to recognize two major assumptions that have been made in the land use analysis. First, property mapping has not been included in the analysis. Fence lines and interpolation of other data derived provided the basis for area and use delineation and one acre was used for houses on farms. The second assumption is that the street right-of-way has been included in the district classification.

Development in the planning area between 1990 and 2002 included acreage increases in the following categories: 60 acres in residential, 50 acres in commercial, 160 acres in industrial, and 95 acres in public and institutional land use categories.

RESIDENTIAL

Mount Sterling is an old city. The population increased from 3,561 in 1900 to 5,876 in 1990. The areas inhabited in 1900 are still occupied today. The buildings and structures have been generally very well maintained and the architectural integrity of the structures built prior to 1900 present a unique quality rarely found.

The older sections of the City are constructed in a rectangular grid pattern, with what once were wide streets that were able to accommodate all the necessary movement. The houses in the older section are largest along the principal streets. North Maysville Street (U.S. 460) going north from the C.B.D. is perhaps the most stately and beautiful due to the quality of maintenance, construction, and landscaping. This type of housing is generally one block deep on the east Side of North Maysville Street and much deeper on the west side from one to three blocks wide. Other historical residential districts are on West Main Street and in scattered locations throughout the planning area.

New residential activity has occurred in all parts of the planning area. The southern and northeastern sections of the planning area have had the most activity in the area. Due to the increased access of the by-pass and the availability of water and sewer facilities. New residential developments have located in the southwest, northwest, and northeast quadrants. The northeast quadrant and southwest quadrant have experienced greatest activities between 1980 and 2002. Public sewers have been extended beyond the City limits in all of these quadrants. However, annexation has included sewer lands in the west and northwestern areas.

Residential development outside the City limits was principally influenced by the best and most traveled roads into the City – U.S. 60 east and west, U.S. 460 north and south, and KY 11 south. The new influence to residential development is the by-pass around the western half of the area.

The southwestern quadrant of the planning area is developing more rapidly than any other sections. Roads serving the new developments are U.S. 60 west (Winchester Road), Prewitt Pike, Fogg Pike, and KY 11 (Clay City Road). Almost all of these developments are located in areas recommended for public sanitary sewers, but have developed prior to the extension of trunk lines from the city.

Multi-family developments are located in the downtown area, and the western and northern section of the City. Doe Run is a multi-family development located on the northeast side outside of the city limits next to the by-pass. Duplex residential units have been built in all sections of the City, with the most activity occurring in subdivisions that offer a variety of housing types. These developments have located in the northern section east of U.S. 460 and in the northwestern section between Winn Street and the by-pass. The most recent was in the northeastern section at the intersection of the by-pass and U.S. 60 East.

There are blighted residential areas located in the northeastern, southeastern, and southwestern quadrants of the City. For the most part, the blighted areas are the result of overcrowding, low-income and minority concentrations, wood construction, poor maintenance, and environmental factors. The majority of the wooden residences appear to have been built between 1900 and 1930. Therefore, these areas are all over 50 years old. Land use conflicts (commercial and industrial uses located near residential uses) appear to have contributed to the deterioration of Richmond Avenue, West Main, and Spring Street.

The blighted areas previously identified should receive more careful analysis to determine feasibility of clearance or rehabilitation efforts. The residential structures in and adjoining the C.B.D. are also in need of additional study.

COMMERCIAL

Aside from the strong downtown commercial area, discussed in the special section later in the report,

there are three major commercial centers in the planning area. They are generally located in the northern, western, and southern sections of the city.

The northern commercial area is comprised of the most diverse types of development and types of use. The types of development range from strip commercial to planned shopping centers ranging in orientation from neighborhood to regional markets. It is expected that the northern most sections of the district will receive the most future development due to the amount of vacant commercial-type property remaining, the interstate interchange and high traffic volumes, and the high quality of existing developments.

The western area has the Montgomery Square Kroger Shopping Centers. This center is oriented to a community-wide market and is located on the by-pass between Chenault Lane and Spring Street on the eastern side (City side) of the by-pass. This shopping center is well established and experienced having survived an anchor store transition from a large grocery store (Kroger Retail Food) as the former anchor store tenant. Successful transition by hosting several smaller tenants which appears to make this a healthy shopping center of trade. Department chain stores and shops located here include Big Lots, CVS Pharmacy, Dollar Store, Coast to Coast Hardware and several other locally owned smaller shop tenants including photo and video service, real estate office and beauty and barber shop.

The Gateway Plaza Shopping Center is located in the northwest quadrant between the by-pass and I-64. This is a large shopping center in the area and addresses both community and regional markets. This shopping center is very near the Wal-Mart Super Center which has become the major competitor in the discount store shopping market.

The newest shopping center is the Kroger Centre, which is located on the by-pass between East High Street and Alexia Drive. The Kroger Foods and Pharmacy stores are located in the Kroger Centre. Other stores include the Dollar Tree, Radio Shack, Friedman's Jewelers, Goody's clothing and various other shops and restaurants. This newly developed shopping center has out parcel properties including Dairy Mart, a convenience type gas and food store, a video store, a finance company and furniture and clothing stores.

Other commercial property uses in the western section are located across the by-pass in the Colony Shoppes. They include a custom kitchen and decorating business, paint store, insurance office, floral shop and other local shops and speciality type stores. Also along the Winchester Road (U.S. 60 West) and are automotive, hardware and other diverse properties and businesses.

The eastern section of the by-pass is generally vacant or residential. Some commercial developments that have occurred on the northeastern sections are the Save-A-Lot grocery store and Convenience Gas Mart in the Doe Run Development. Other shops and offices are located in the Doe Run area which appears healthy through heavy concentration of residential development enhanced by the Eazy Walker Recreation Park. There is a Veterinarian office, video store, income tax/accountants office, laundromat and Traditional Bank branch office with a drive-up window in the Doe Run Development.

The north section has the Mount Sterling Shopping Center which has experienced much transition and diverse tenant occupancies. For a considerable period of time this building was used for a grocery chain (IGA, Piggly Wiggly, Winn Dixie). Store businesses that have now closed and retrofitted the facility to accommodate a comprehensive care center medical center, a pharmacy, motorcycle and RV dealership. Also located in this center is an automotive parts store, restaurants including fast food type, cellular phone and communication services store, a Community Trust Bank that has an electronic (bank card)

branch bank.

The commercial areas in the southern areas of the City and planning area are of two basic types: planned shopping center and general commercial. The planned shopping center is known as the Windsor Shopping Center located on Windsor Drive, connecting U.S. 460 and Route 11. This center has neighborhood-wide market appeal at the present time. Other commercial buildings in the immediate vicinity include a liquor store, a dentist office, bowling alley, movie theater, and insurance office. Immediately to the south of this center are a nursing home and the Montgomery County school campus. Just to the west of this area is a generally commercial area consisting of a convenience type market and gas station, various specialty and automotive shops. There is a mercantile department store (Boot Ranch), which has recently been permitted to expand with an additional 280 square feet, a liquor store and a commercial storage warehouse. This diversified commercial area is also adjacent to industrial uses, including the Gateway Manufacturing and Walker Companies.

Another general commercial area is located on both sides of U.S. 60 east of the Central Business District also known as Owingsville Road. This area is an established commercial district built when U.S. 60 was the main thoroughfare for east-west traffic. The city has recently annexed the property of the west side of U.S. 60 (East Main Street) east to the edge of the A.O. Smith industry property. This property was annexed into the city in two zoned areas: A Agricultural and B2 Highway Business. The agricultural property is in a transition to other uses which will likely become Residential or Business use. Aside from a high incidence of automobile related establishments, there are the following uses: stock yards, antiques, liquor stores, contractors yards, auto sales, ice cream, and others. The area would be appropriately classified as a general commercial district.

INDUSTRIAL

In 1992 there were 1,575 jobs in manufacturing and 253 in wholesales and distribution in the Mount Sterling planning area. All of the major industries are located on a SW-NE corridor, diagonally serving the City and planning area. The principal reason for this alignment was the SW-NE direction of the Chessie System Railroad, which served nearly all of the existing industrial areas. The railroad has been removed and I-64 was the prime factor in new industrial development.

Beginning in the south-west, the major industries were the Hobart Manufacturing Company (vacant), Highway Concrete Pipe Company, Mount Sterling Industries, Cowden-Mount Sterling (now Big Yank), two lumber yards, various industrial and tobacco warehouses forming a southern border to the C.B.D., A.O. Smith, Trojan, and now Jockey International. There are various commercial, warehousing, and shipping establishments also located in this corridor.

The development of the Midland Trail Industrial Park, a major 279-acre facility, is generally completed. This park offered 180 acres for industrial development. It is located in the northeastern quadrant of the planning area south of I-64, between U.S. 60 east and I-64. The site is also between two of the largest industries in the area—A.O. Smith and Jockey International. The industrial park, sponsored by the Mount Sterling-Montgomery County Industrial Authority, is served by water, sewer, U.S. 60 at its intersection with the by-pass and Route 1991 to the north. It is expected that when fully occupied, there could be 2,000 employees in the industrial park.

Plans were made for a major recreational facility to be developed in conjunction with Midland Trail Industrial Park, however, the County Fairgrounds has been established east of the industrial park and the City has developed a community recreation park in very close proximity.

Another industrial park, Woodland Industrial Park, was established by the Industrial Authority in 1990 in the northwest quadrant of the U.S. 60/I-64 interchange. New industries are locating in either industrial park as smaller sites are available in the Midland Trail Industrial Park and larger tracts are available in the new industrial park north of I-64.

With the exception of those industries and heavy commercial used located in close proximity to the C.B.D., all of the industries are in sound condition and are generally an asset to each neighborhood and section of the city.

PUBLIC AND SEMI-PUBLIC

Public land use includes those properties owned or administered by local governments. Semi-Public lands include those uses generally open to the public, institutional, religious, cemeteries, and similar uses.

Public and semi-public land use totaled 60 acres inside the City limits and 200 acres in the planning area for a total of 3,100 acres. The percentage of this category inside the city is 1.9%. However, if the airport (+/- 150 acres), County school system, parks outside the City limits, right-of-way for the by-pass and the industrial park were included, an entirely different conclusion could be made.

When considering the amount of public lands in the planning area, at this time, the amount appears more than ample for recreational development through the planning period.

LAND USE PLAN

This Chapter incorporates much of all other sections and chapters of the plan. The objective of the Land Use Plan is to establish the location and area needs of future uses in the City and planning area. The Land Use Plan Map included in this chapter incorporates the projected population, and the community facilities, transportation, and land use expansions necessary to accommodate the future population.

There are several issues and policy statements presented for consideration to the Planning Commission and City Council which serve as a basis for the land use plan. These issues and policy statements are as follows:

1. The Hinkston Creek Watershed should be encouraged for urban development after the City has developed substantially within and around the by-pass.
2. The Commission should establish a percentage of land able to be covered, based upon the minimum standard for increased runoff, derived from soil absorption, amount and type of vegetation, and stream flow characteristics (stream channel, propensity to flood, elevations, and susceptibility to erosion and siltation). The Soil Conservation Service has derived a formula to calculate runoff calculations according to the amount of precipitation and the retention potentials.
3. The environment of the development inside and along the by-pass before development of the Hinkston Creek Watershed will allow:

- a. Development in a continuous manner,
 - b. Greater economics of urban services expansion,
 - c. More energy efficient developments due to the compact nature of the City.
 - d. Ample time for planning the future of the Hinkston Creek Watershed and analysis of the effects of:
 1. increased runoff with the urban development further out from the City along Hinkston Creek,
 2. deterioration and obsolescence of those structures along the creek where residential, industrial, recreational and other uses conflict,
 3. deterioration of structures in the areas due to age.
 - e. Time for acquisition of developed properties along Hinkston Creek where future water flow will be increased and to allow for retention and other facilities to be built.
4. The principal reason that development has been shown in the Hinkston Creek Watershed beyond the by-pass in the 201 Facilities Plan is the possibility for the area to be served with gravity-fed sanitary sewers (without pump stations). The future development in the southwestern section of the planning area would drain its surface water as well as its sewage into the Hinkston Creek Basin, which flows directly towards the sewage treatment plant of the city.
 5. Without adequate land use controls in the planning area, it is likely that the Hinkston Creek Watershed will be developed on small lots (or minimum lot currently required for septic tanks). The Planning Commission, at the present time, can require sewers (outside the City) in subdivisions, only if sewers were considered "reasonably accessible."
 6. The City, when completing the development of the lands within and around the by-pass, should be anticipating the extension of major trunk sewer lines further south into the Hinkston Creek Watershed along Hinkston Creek and Lulbegrud Creek.
 7. In the case of future development along U.S. 460 south of Mount Sterling, which is projected to continue, the development of a vast area along 460 south to the golf course could occur with drainage going to Spencer Creek and the proposed pump station at Spencer Creek, the by-pass, and KY 713.

The Spencer Creek pumping station would not only allow for the development of the southern areas along U.S. 460 and lands between 460 and KY 11, but would also serve the area north to existing developments along U.S. 60. The principal benefit of the development of the Spencer Creek area is the fact that the surface drainage flows south-easterly, away from the city, thus negating or postponing the drainage problems associated with the Hinkston Creek water shed flows through an area adjacent to the C.B.D. and substantial development in the watershed will increase the flood frequency unless expensive and carefully planned retention facilities are constructed.

The only problem associated with the Spencer Creek pumping station and the extensive development of the area is the fact that a considerable amount of sewage must be pumped to reach existing sewage lines and the treatment plant. However, it is anticipated that the intersection of the U.S. 460 and the by-pass will develop quickly. Since this area is in the Spencer Creek pump station, serving the area development will be encouraged in the future.

8. The Hinkston Pike area or the northeastern section of the planning area can now be adequately served by sewers due to the recent upgrading of sewer facilities and the installation of the North Hinkston pump station. This facility also serves existing and proposed industrial areas in the northeastern section. The areas north of U.S. 60 and east of U.S. 460 is served by this facility and should experience growth when the land is sold (It currently is used for agricultural purposes).
9. Due to the present lack of zoning in the planning area and the fact that only the City is administering a zoning ordinance, it would appear that the subdivision regulations which extend 5 miles from the city limits is the principal tool for implementing planning purposes. The present regulations enable the Planning Commission to require public sewers where, in the opinion of the Planning Commission, public sewers are reasonably accessible. Therefore, the encouragement of developments utilizing sewers will come when the city extends trunk lines into the area and the Planning Commission requires public sewers in developments.

FUTURE LAND NEEDS

In order to determine future land needs for each classification of land use, some general assumptions must be made, for it is generally impossible to accurately predict exactly when, where, and the size of land use changes. Others determine these effects in the private sector, with public regulation, cooperation, and involvement. The general assumptions made in determining the future lands needs are: 1) national standards serve only as a guide and as a comparison in the development of acreage needed, 2) the role that a City or urban area plays in the region should be carefully considered for expansion or continuation, 3) the current land usage for the current population represents a balance that the City is currently maintaining, and 4) the continuation or the improvement of that balance is reflected in the future plans.

The following sections present the future land needs from the year 2002 to the year 2020.

RESIDENTIAL

Residential uses in the planning area occupy 6,270 acres. The majority of the lands in the Urban Service Area are proposed for future residential use. Where sewers are available, the average density of house's (d.u.) is 4 d.u. per acre. Based upon the projected population for each census year and the number of persons per dwelling unit, (a decreasing figure) the number of dwellings can be ascertained. This figure is divided by 4 (density per acre) to determine the average number of dwellings per acre.

The following table illustrates the number of acres needed for each decade between 1980 and 2020.

TABLE VI-3

**Residential Land Use Needs
Mt. Sterling Planning Area**

1980-2020

<u>Year</u>	<u>Population</u>	<u>d.u. increase</u>	<u>@ 4/ac.</u>	<u>Total ac.</u>
1980	11,805	1,590	397.5	1,450
1990	12,128	323	80.75	1,530.75
2000	13,287	575	143.75	1,674.50
2010	13,483	395	98.75	1,773.25
2020	13,261	206	51.5	1,824.75

Source: Consultant's Estimate, 2003. Based upon current densities.

Note: If development occurred at a density of 2/acre, land needs would be doubled.

COMMERCIAL

The planning area has 250 acres used for commercial purposes in 2003. Of this figure approximately 150 acres is in the shopping center type of commercial development. This exemplifies the regional commercial importance that the area is experiencing. Approximately 70 additional acres will be needed by the year 2010, according to present ratios, which project a continuation of the high square foot per capita ratios that are currently existing. However, as the population of the County, and planning area experiences the increases that are projected, commercial expansion will be necessary to maintain a satisfactory balance in the community and to continue to attract the regional market. Commercial acreage in the planning area is projected to double within the next 40 years as evidenced in the following table.

TABLE VI-4
Commercial Land Needs
Mt. Sterling Planning Area
1980-2020

<u>Year</u>	<u>Population</u>	<u>Commercial Acres Used and Needed</u>	<u>Total</u>
1980	11,805	193.5	193.5
1990	12,128	100.0	243.5
2000	14,870	28.2	271.7
2010	14,750	53.3	325
2020	14,500	75.0	400

Source: Consultant's Estimate, 2003.

As shown in the preceding table, the 1980-1990 period needed less commercial acreage due to a) re-use of existing commercial structures, b) completion of existing commercial areas in the north along I-64 and Indian Mound Drive (by-pass) and c) the establishment of one new commercial area along the new by-pass in the eastern section of the planning area.

The Land Use Plan Map designates areas for future commercial expansion. Commercial development is anticipated at four quadrants of the I-64-U.S. 460 interchange and at three quadrants of the I-64-U.S. 60 interchange. Other areas of commercial expansion are:

the northwest section of the by-pass, at the western section of the by-pass between KY 713 and U.S. 60; the southwest corner of the intersection of U.S. 460 and the by-pass at two locations on the southeast section of the by-pass and on the eastern sides of the intersection of the by-pass and KY 647. In addition, commercial development is anticipated adjacent to the Gateway Shopping Center and the Windsor Shopping Center.

INDUSTRIAL

It is assumed and projected that the Mount Sterling planning area will continue to be the industrial center of Montgomery and adjacent counties. The projected population of the County is used to determine present ratios and for future projections of need.

Generally accepted standards for total gross land requirements for all types of industry are 12 acres per 1000 persons using this standard. Mount Sterling and Montgomery County has enough acreage set aside for industrial use until well after the turn of the century. However, due to the regional role played by the City, its geographic location and 2 interchanges on I-64, and the recent development of major automobile assembly plants and their suppliers in Kentucky, it is conceivable that a major manufacturing and assembly concern needing 100-300 acres may elect to locate along the I-64 corridor. The current need derived from comparison to other communities and national standards decreased from 240 acres to 140 acres in 1992. The plan for industrial use herein recommended is for future industries to locate in existing buildings and industrial parks.

However, because there are presently no land use controls outside the corporate limits, there are only "hidden controls" effecting industrial location: water, sewer, urban services needed for new industry, and the use of local incentives. It is recommended that some zoning or private restrictions be applied to the planning area that would be understood by industry and would protect and help recover the public investment in the industrial parks. The Industrial Development Foundation, which is responsible for the acquisition, development, and sale of the industrial properties that it owns, fulfills this need for development standards.

It is recommended to relocate some of the industrial uses along Hinkston Creek and in the C.B.D. to more desirable locations. Such relocation will not effect acreage totals to any great extent, especially if the industrial parks are annexed.

Some increase in industrial acreage is anticipated, as all industries will not elect to move to vacant industrial lots in the industrial parks. A projected increase of ten acres per decade should accommodate the new and possibly relocating industries. However, it is again noted that this projected land needs do not recognize the possibility of a large manufacturing concern.

Industrial investment in the Mount Sterling planning area is recommended to be located in existing industrial areas and facilities served by KY 11 and in the two industrial parks and areas located on the northwest and southwest quadrants of the U.S. 60 interchange of I-64 as designated on the Land Use Plan Map.

The following table presents the projected industrial land needs to the year 2020.

TABLE VI-5
Industrial Land Needs
Mt. Sterling Planning Area

<u>Year</u>	<u>Population</u>	<u>Acres</u>	<u>Total</u>	<u>County Pop</u>	<u>Total Acreage Needed</u>
1980	11,805	551.9	551.9	20,946	(240)
1990	12,128	NA	711.9	19,561	(234)
2000	14,870	10	722	21,430	(257)
2010	14,750	10	732	21,730	(260)
2020	14,500	10	742	21,390	(255)

Note: Computed at 12 acres/1,000 persons

Source: Consultant's Estimate, 2000.

As a matter of policy when reviewing industrial development proposals, the Planning Commission and local officials normally contact appropriate Federal and State Agencies to insure compliance with minimum environmental standards.

Conservation Resource Protection Areas

Areas along principal streams that are affected by physical properties of the streams and drainage requirements have been designated as Conservation Districts. Although construction in these areas is not prohibited, certain precautions must be taken during construction planning to recognize the unusual properties of these areas. The illustration presents the Physiographic limitations map which depicts areas with severe limitations on development.

The principal objection in designating these areas as Conservation Districts is to protect the natural environment of these areas by restricting development that would impede the existing and future flow of water, conflict with potential recreational and public use, have a negative effect on natural wildlife and flora, or, would contribute to the siltation and flooding of the streams. These areas are not suitable for development also due to the soil properties, which indicate that the soils have severe limitations for the development of any kind.

The Conservation Districts designated on the Land Use Plan map are the most critical areas that need protection. Adjacent to these areas is areas with steep slopes, shallow and eroded soils, and areas of great importance to wildlife. Development in these areas should occur only if unusual precautions are taken to minimize erosion, to protect the natural cover and vegetation, and to control the anticipated rapid run-off of storm water. These areas are generally not suitable for development or the installation of septic tanks.

Therefore, the Planning Commission and developers should pay particular attention to proposed development adjacent to the Conservation Districts. Special regulations should be drafted in the Zoning Ordinance and in the Subdivision Regulations to deal with proposed development in and adjacent to the Conservation Districts.

For general planning purposes, these districts also provide the basis for identification and regulation of flood plain zoning as required by the Federal Emergency Management Agency and the National Flood Insurance Program.

Land Use and Transportation

The central issue in the land use plan effort is the designation of areas for future development according to specific land use types. In particular, the area presenting the most difficult problem is the future development along the by-pass and the intersections of major roads leading to the center of Mt. Sterling.

Another method of land use planning is to determine the density of development that can be accommodated by the existing or proposed services. It appears obvious that the by-pass will stimulate development of all types, on both sides. The intersections of the by-pass and the major roads leading into and from the City will effect the property values to an extent that intense development is the only feasible type of development. All development of intensity greater than one unit per half acre presently requires public sewers. The provision of water and sewers to the major intersections, therefore, becomes the prime determinant of the feasibility of development. Septic tanks and drain fields should not be located on lots less than one acre in size.

Of all the intersections examined in the study of the proposed by-pass, the intersection of the by-pass and U.S. 60, in the north-eastern section of the planning area, appears to be the easiest to be served with water and sewer facilities due to recent improvements of both water and sewer for the industrial parks.

The other two intersections depend upon future decisions to be made by the Mount Sterling Water and Sewer Board. As discussed earlier, both the intersection of the by-pass and U.S. 460 South and KY 713 (Spencer Road) are in the Spencer Creek Watershed. Ultimately, there is recommended to be a pump station located in the vicinity of the Spencer Road intersection to serve the very large south and eastern sections of the planning area.

The two undeveloped areas affected by the newest sections of the by-pass that have the earliest potential for intensive development are the 460 interchange and U.S. 60 East interchange. The Spencer Road area then would be developed at a very low intensity until sanitary sewers are provided.

Development should continue in the vicinity of the I-64-460 interchange as indicated earlier. A portion of this area has been annexed into the City and is provided with all urban services. However, due to the interchange, excellent accessibility, and vacant lands, regional-oriented facilities are likely to be successful as well as residential development in the vacant areas south of the Gaitskill Mound.

The development near the by-pass in the western section will most likely be of the following types: medium and high density residential, offices, institutions, public service uses, and some light commercial uses. In other words, until zoning is extended to include the by-pass, there could be no enforceable land use scheme, nor could the use patterns be predictable. It is recommended that the zoning be extended outward from the city to include the by-pass, not just to make development predictable, but to protect and insure residential, commercial and other types of investments from conflicting land use types and to allow for maximum utilization of public investment made to support the development. Annexation is another method of extending necessary land use controls.

It has been recommended in the Downtown Plan that the area east of the C.B.D. receive special attention to determine special development policies. Investigation of this area indicates that it is a transition area involving nearly all types of land use. The area is served by U.S. 60 and consequently has had considerable amounts of highway oriented commercial development. Industrial activities also occur, but are not presently experiencing expansion. Residential development occurred in a mixed-use development on the west side of the by-pass south of U.S. 60.

It appears that highway commercial uses will continue to be successful in the area due to high traffic volumes. Industrial uses will be successful, due to I-64 and other location factors. Residential uses will continue to deteriorate unless some protection and encouragement is offered. The development of professional offices would be successful due to the proximity to the C.B.D., the high traffic volumes, the proximity of residential and commercial uses, and the accessibility and convenience of U.S. 60.

It is recommended that the area continue in a transitional state, encouraging high density residential, commercial, and offices, but discouraging all industrial and heavy commercial (warehousing, wholesaling, and storage) uses.

Aside from expansion of the C.B.D. to the south to the old railroad area, this area is the most logical expansion of the C.B.D., which should have residential, retail, and office uses, not industrial or warehousing. It is recommended that the City owned properties along the north side of the railroad properties be utilized for public, recreational and/or governmental uses.

The area along U.S. 60 from the present City Limits to the intersection with proposed connector road is mixed commercial and residential uses. The area has developed without adequate land use controls or zoning. There are some well maintained residential uses, but also some of the most objectionable commercial uses (auto salvage yard, auto sales, contractor's yard, etc.). This area is designated as light commercial due to the extent of commercial uses already in the area.

On the north side of U.S. 60, from the connector road to the A.O. Smith Manufacturing Company property, the land is vacant and should be held in reserve for future industrial development. The south side of U.S. 60 from the existing commercial development should be residential until the intersection with the by-pass where a commercial area is planned. The commercial areas would negatively effect the planned expansion of the downtown area and established existing centers.

Industrial uses are anticipated both north and south of I-64 within existing or expanded industrial parks. The connector road between 460 north and the by-pass east to U.S. 60 will open additional lands for residential and industrial development.

The Urban Service Area

The Urban Service Area (U.S.A.) concept is the basis upon which much of the land use plan is predicated. The urban service area is the area where-in urban services can most feasibly be extended. The present urban service area is the corporate limits of Mount Sterling and the areas served by water and public sewers. The Midland Trail Industrial Park and the new Woodland Industrial Park north of I-64, Jockey International, the residential subdivisions along U.S. 60 (Owingsville Road), the Montgomery County School Campus, Brookmede Subdivision on the west and the south I-64 interchange with U.S. 460 represent a clockwise boundary of the present urban services area.

The proposed urban service area, shown on the land use plan designates the areas which can be served

by the logical extension of sewer facilities. Since sewer facilities are an essential service to urban types of development, logical sewer extension forms the basis of the future U.S.A.

Lands within the proposed U.S.A. are adequate to serve the projected population in the year 2030.

Phasing of Future Development

The ability of the Water and Sewer Commission to extend water and sewer trunk lines into new areas is limited. In fact, it is the responsibility of the developer to connect to existing sewer facilities where they are accessible. The instances where development is proposed in areas where the trunk lines are not accessible presents the most difficult circumstances, for if the developer is unable to pay for the extension (usually more properties are affected and benefited by the extension and other property owners may be uncooperative), and the Commission is unable to bear the expense themselves, the area obviously cannot properly develop at that time due to the lack of sewers.

There are two (2) areas in the planning area deemed in the public interest in extending public trunk line sewers: 1) the Spencer Creek pump station, which would collect from the U.S. 460 south interchange with the by-pass, the country club area, all of the south-eastern section of the by-pass and the northeastern area between Spencer Road and U.S. 60 both inside and outside the by-pass, and 2) the Hinkston Creek watershed which consists of lands from the former Hobart Manufacturing Company, southward and the tributary of Hinkston Creek flowing easterly from Reid Village to confluence with Hinkston Creek at the Ky. 11 by-pass intersection

It is recommended that since these two sewer projects are of such magnitude that private developments would be prohibited from developing if they alone were to bear the financial responsibility, that these projects be examined more closely for possible public-private sponsorship and costs determination. As development is proposed in these areas, the Water and Sewer Commission would have a better understanding of the financial possibilities, and of the expenditures necessary to accommodate the future development. The public involvement should be limited primarily to the extension of city sewers to the force main involvement should be limited primarily to the extension of city sewers to the force main and installation of the pump station on Spencer Road and extension from existing mains the sewer line south along Ky. 11 to a point where developers could extend. The Hinkston Creek Watershed project is directly linked to the demand for sewers (which on the other hand would be increased if sewers were available). The Hinkston Creek project is essentially making sewers available to developers. In that case the Planning Commission can require connection and installation of sewers in subdivisions.

The Spencer Creek Project involves more cost, more careful planning and more private participation. Development at the U.S. 460 by-pass interchange will add pressure to complete the Spencer Creek Pump Station Project.

Neighborhood Unit Concept

The development of neighborhoods with generally all necessary convenience facilities, varied housing types, and a neighborhood center consisting of convenience shopping center, park, elementary school, often neighborhood church, and multi-family housing near the neighborhood center is an excellent

planning unit and a worthy objective in planning the community. In principle, the concept is acceptable and is a worthwhile objective to incorporate into land use planning for Mount Sterling and its urban area.

The actual development of such facilities are remote in Mount Sterling due to many factors, principle of which is the lack of land use controls in the vicinity of the by-pass. In order to develop successful commercial facilities, the market for such should be clearly established and encroachment of competing commercial facilities in violation of the concept should be prevented, else the neighborhood commercial center will fail due to penetration and capture of its life sustaining market.

Other factors contributing to the difficulty of neighborhood planning are 1) the pattern of existing development, where commercial centers are located on the major thoroughfares; 2) apartment and multi-family development occurring near the major thoroughfares and not in the center of neighborhoods, and 3) future intensive development will occur in areas with good access and most probably in areas near the by-pass, existing community centers and educational/recreational facilities.

Areas where neighborhood centers could develop with appropriate land use controls are the areas inside the by-pass in the southeastern quadrant along the Hinkston Road and the proposed connector road and the southwestern area along Hinkston Creek and Ky. 11. In all of these areas, the neighborhood center is or would be penetrated by the principal access road, an occurrence violating the neighborhood center concept where the neighborhood is served principally by major streets on the periphery of the area – not dissecting its center.

The most beneficial land use pattern then is to attempt to improve and expand the existing commercial centers, with perhaps neighborhood commercial areas at the by-pass and U.S. 60 East and possibly at the by-pass and 460 South interchange. Additional commercial development of a community-wide appeal would have severely negative impact on the downtown area. The areas that would be developed with neighborhood centers could still offer increased residential density and recreational facilities and a partial neighborhood center.

The absence of land use controls make the neighborhood center a general policy statement of desirable objectives, where such proposal should and most likely would be reviewed favorably by the Planning Commission and City Council.

Since sewers are readily available in two somewhat undeveloped areas of the city, it is expected that these areas will develop first. They are that section located in the northeast portion of the city east of U.S. 460 north and north of Hinkston Road. The other area is that property lying inside of the by-pass in the northwestern section of the city. Moderate levels of development are anticipated in the vacant properties inside the present City Limits. With the combination of developing these properties (over 500 acres) and that land inside the by-pass – where sewers are available, the Hinkston Creek and Spencer Creek projects can be postponed for several years. However, the lack of sewers will encourage development of septic tanks and will have a negative effect on the project feasibility unless existing developments were compelled to hook onto the extended sewer lines – an often unpopular position.

CHAPTER VII

DOWNTOWN DEVELOPMENT PLAN

INTRODUCTION

Of major importance in the preparation of a comprehensive plan for Mount Sterling is the consideration of downtown development issues. The area defined as the “core” downtown area is a four-block area which functions as the commercial, financial and government center of Montgomery County. The core area is bounded by High Street to the north and Locust Street to the south. To the west, the boundary falls at mid-block between Bank and Sycamore Streets and to the east between Wilson Alley and Queen Street. This section will focus on major features of the downtown area, recommendations that have been made for its development, and the current status of downtown development projects. This section will focus on major features of the downtown area, recommendations that have been made for its development, and the current status of downtown development projects.

MAJOR FEATURES OF THE DOWNTOWN AREA

Street Patterns

The rectilinear grid pattern of the downtown streets centers on Main and Maysville Streets. This point has remained the center of downtown activity since the original town plan was laid out over 200 years ago.

Main Street has the widest right-of-way, at 66 feet. Except for Main Street, all existing streets are too narrow to serve two-way traffic with parking and adequate sidewalks on both sides. Street conditions are excellent and sidewalks are in very good condition in the downtown area of the Central Business District.

Structures

Within the four-block central area, nearly all buildings are attached, forming strong continuous strips of commercial frontage along Main and Maysville Streets. Most structures are two stories. Half of the structures were built during Mount Sterling’s period of growth between 1870 and 1910 and are basically unchanged except for some cosmetic changes such as glass storefronts and signs.

Utilities

The downtown area is well served by existing utilities. The area is served with a water system line of at least six inches, providing capacity for buildings and fire protection. The sanitary sewer collector system is adequate for existing downtown needs. In the case of electricity and telephone, a new service has been installed serving the rear of buildings and all utility lines in the core business district have been placed underground.

Land and Space Use

The core area of Mount Sterling contains almost 30 acres. Within this area there exists over 500,000

total square feet of floor area with 337, 600 square feet of commercial/office/public use and the remainder representing residential or storage areas. This floor space averages two stories in height and is concentrated along Main and Maysville Streets.

Traffic Problems

The traffic congestion in downtown Mt. Sterling core area does not seem to be a major problem, except for Friday afternoons when schools are dismissed and traffic to the banks increases. The viaduct, located on U.S. 460 South, was improved and replaced, reopening in October 1998.

Parking

A survey of downtown parking spaces revealed that over 1,300 parking spaces exist to serve 340,000 total square feet of floor area in commercial and office use. This represents a parking index approaching 4.0 spaces per 1,000 square feet of gross floor area. In spite of this favorable parking index, the idea of a "parking problem" persists in the mind of the public.

Employee and shopkeeper parking are still a problem where customers compete for convenient parking spaces with the employees, managers, and owners of retail establishments.

RECOMMENDATIONS FOR DOWNTOWN DEVELOPMENT

Traffic

The following recommendations are proposed to improve the flow of traffic on most existing streets.

13. Continue with the widening of Wilson Alley to a 30-foot right-of-way (20-foot pavement and 5 foot sidewalks). If this can not be accomplished, then the alley needs to be made one-way. Lines need to be painted on the pavement, so the street's boundaries are evident.
14. The synchronization of the stoplights would alleviate the problem of traffic being caught in intersections, at peak hours.

Parking

The following recommendations include:

15. Restrict all parking spaces within the four block core area plus the partial Block west of Bank Street to customer parking. (These spaces are normally utilized by downtown employees for long-term parking, creating parking difficulties for downtown patrons).
16. Clearer signage directing traffic to the City Parking Lot, located on Locust Street.

Land Use

No dramatic change in the past pattern of development has been proposed for the downtown area. Following are recommended land use changes:

9. Two recreational features have been proposed. These are the "Necklace Park" along Hinkston Creek and restoration of the depot building and area.
22. The first project has been started by the construction of Pribble Park

along the creek. A planned extension of this facility will provide a walkway/bikeway system along the entire length of Hinkston Creek.

23. The railroad building proposal involves restoration of the existing Railroad depot.

10. The general commercial district of the downtown area is located to the south And east of the core area. This area is almost completely dominated by drive-in or mixed uses. There is a strong need to determine land uses for this area and to replace the existing marginal uses with new business.

11. Proposed Rails to Trails should be implemented.

Historic Preservation

It has been recommended that the exteriors of the buildings in and near the downtown area be preserved and restored as nearly as possible to their original architectural features. Private property owners should be supported and encouraged to continue the historic preservation begun in the downtown area; by the City, Main Street Program and the Sterling Housing; with the Main Cross Project.

Walkways

New sidewalks have been constructed along the core downtown streets. Improvements and construction of new sidewalks need to extend beyond the commercial district and Maysville Street.

Landscaping

The following recommendations have been made for landscaping and providing greenery in the downtown area:

9. Decorative trees along Main and Maysville Streets have been planted where previously recommended. Yet, some of these trees have since been removed due to disease or being inappropriate. Replacement trees, that are conducive to downtown environments, should be planted.

10. Where space is available, new shade trees should be planted along all downtown streets. Trees plus screen planting and shrubbery would do much to soften the hard appearance of paved areas in city parking lots.

11. At each "edge" of the downtown area, it is recommended that special features be constructed to identify entry into downtown Mount Sterling. These would include an identification and information sign with lighting and appropriate landscaping.

IMPLEMENTATION PROJECTS AND STATUS

The "bottom line" for downtown development is the actual construction or implementation of the recommended improvements. In this section each problem will be isolated, the status will be reviewed and procedures for implementation will be presented.

- | | |
|------------------------------|--|
| 1. Parking program | Continual |
| 2. Streetscape improvements | Continual/Partially Completed in Core Area |
| 3. Rear entrances/appearance | Still Recommended |

4. Locust Street renewal	Continual
5. Wire Removal	Continual/Completed in Core & Extended areas
6. Landscaping	Continual
7. Project Rails to Trails	Still Recommended/Building stabilized

Traffic Improvements

The recommendations listed in the previous section may be implemented as follows:

- D. Wilson Alley Widening- It is proposed than an additional 10 feet on the west side of the existing right-of-way be reserved for future widening as the present right-of-way is insufficient for two-way movement of traffic and adequate walkways. (Between Main and Locust this has been accomplished). If this is not possible, then the portion from Main to High Street should be made one-way. The City must pay the cost of improving this alley since it is not a state maintained street.

Parking Program

Downtown Mount Sterling has about the optimum number of spaces needed to serve existing floor space, but many spaces are unused or under utilized for customer parking because the are restricted to specific stores or individuals, or are used as long-term parking due to lack of control.

The following positive steps could be taken to provide more space available for customers at the prime locations.

- C. Discourage long-term parking at street parking places;
- D. Promote understanding of the problem;
- E. Provide additional long-term spaces;
- F. Make the existing City parking lots more attractive, with landscaping and lighting.

It is in the best interest of the City to maintain a viable downtown area and to provide parking to make the downtown area easily accessible for customers. It is recommended, therefore, that the City use general revenue funds to finance a portion of these parking improvements.

Streetscape Improvements

The following elements are recommended to establish the streetscape improvements:

- 22. Identified signs- A sign ordinance has been adopted by the City. Large, overhanging or projecting signs are prohibited. The ordinance should address the problem of coordinating building style to lettering style. The proprietor(s) of the business(es) affected should pay for removing/replacing the signs.
- 23. Street lights- Replace existing fixtures, beyond those recently installed in the core area, should be replaced by a combination of high-mast general lighting and low pedestrian level fixtures which harmonize with the turn-of-the-century existing buildings. Gaslight style with electric luminaries is recommended in the Central Business District and Maysville Street. Selection of these fixtures should be by consensus of downtown leaders. Installation would be by Kentucky Utilities with cost paid as is done with existing lights.

24. Traffic signs- Reduce the number of information signs to the absolute Minimum required. Cost to be paid by the State.
25. Awnings/canopies- A single policy should be adopted which specifies allowable awning/canopy types for use in the core area. The property owner would pay cost of improvement.
26. Sidewalks- Sidewalk improvement is the second most important project for the downtown area. As a public improvement, financing should be via the public sector. The most direct approach would be by special assessment to abutting property owners with the City directing the design process and contract awards. Federal and State programs should be used to provide part of the cost.

The City has established a downtown development program, which will deal with these problems in a coordinated fashion.

Rear Entrances

The rears of existing stores have been exposed to public view through the development of new parking lots. These irregular, sometimes unfinished, surfaces have created an appearance problem.

It has been recommended that paint and decorative accessories such as shutters, trim details and light fixtures are used to obtain a more finished look for these rear walls. In addition, trees and shrubs should be used to soften and screen the most objectionable elements of the rear exposures.

The cost of the improvements would be borne by the property owner. Local bank financing should be available and adequate in most cases to pay for this program. Currently there are no activities directed at solution of this program.

Locust Street Renewal

Locust Street, from Sycamore to Queen Street, has great potential for redevelopment. This area contains over one-third of the land in downtown Mount Sterling, and virtually all the land that is not firmly committed to some existing pattern of development. This area represents the best area for downtown expansion. The following steps have been recommended for this development:

- D. Formation of a development group;
- E. Preparation of a development plan; and
- F. Implementation decisions.

As a minimum, some policy should be established on the following:

Location of future thoroughfares, setback of new buildings, parking requirements, sign control, landscaping, and access policy.

Failure to consider these policy areas will only insure the creation of another hodgepodge of buildings typical of general commercial districts. A coordinated effort in the development process will offer opportunities, which would otherwise be lost.

Except for the Civic Center and Extension Office, the Locust Street renewal projects are still some years in the future. However, detailed conceptual plans do exist for these projects.

Wire Removal

The downtown commercial area has accumulated a complicated system of overhead wires that should be removed from view for improvement of the downtown area. There are two alternatives suggested for permanent removal of these lines from public view.

5. Underground ducts at front of buildings- These trunk lines could be laid when new sidewalk improvements are constructed. This has been accomplished in the Core Central Downtown Area.
6. Underground system at rear of buildings- This might permit use of direct burial cable. This system would cost less to the utility but more to the individual building owner if the service entrance had to be reserved from front rear. This was completed in the core area of the C.B.D.

It is recommended that the system, which is most acceptable to the involved utilities, property owners and public agencies, be utilized. It is recommended that a joint effort using existing utility division of costs be maintained. A significant portion of the C.B.D. has been improved with underground and new utility service. It is recommended that improvements continue in the commercial areas beyond those areas previously improved, especially along Main Street and a part of Maysville Street.

Landscaping Projects

Implementation of several landscaping projects could begin immediately at minimal expense. The following procedure for implementation has been recommended.

6. Preparation of a plan and program;
7. Identification of concerned organizations and individuals; and
8. Installation.

The Main Cross Project

The renovation of an entire City block, the Main Cross Project, has been completed. The City of Mount Sterling, the Main Street Program and the Housing Authority oversaw this \$7 million dollar project, utilizing State, Federal and Private monies. The upper stories consist of 51 low income, elderly apartments, with retail space being located on the first floor. Preservation activities, begun in the downtown with the Main Cross Project, should continue by encouraging private property owners.

The Main Street Program and the City of Mount Sterling were recently awarded money for the Facade Grant Program, which should begin in the summer of 2003.

CHAPTER VIII ASSESSMENTS

ENVIRONMENTAL IMPACTS

Environmental Assessment

The comprehensive Plan recommends a broad program of improvements to be undertaken in the planning period to serve a growing population. The roads, houses, stores, factories, churches, parks, schools, and other facilities necessary to support the population will have measurable impacts on the environment-the soil, the storm water runoff, the streams, the air, the character of the area, all will be affected by the increase in population. It is the principal purpose of the Comprehensive Plan to utilize the most appropriate method available to deal with the expected increase in population and to provide for an improved living environment for future Mount Sterling citizens. In other words, the planning process is used to prevent predictable environmental impacts that would occur without planning and subsequent development regulations. Areas that are most susceptible to irreparable damage by development have been designated conservation areas for the purpose of resource protection. The Comprehensive Plan also promotes the urban service area concept, wherein urban areas are separated from rural and agricultural areas, and the importance of protecting the agricultural areas from urban sprawl is an essential concept.

The only realistic alternative to the proposed actions recommended in the plan is to not have a plan and implementation tools that are predicated upon the existence of an updated comprehensive plan. The impact of this alternative is negative to the environment as can be observed in areas that have not regulated development. Growth that has occurred under these unregulated circumstances has been one of the major causes of polluted air and water, unsafe highways, polluting septic tanks, strip commercial development and urban blight.

Applicable State and Federal controls regulating development are incorporated into the comprehensive plan and into the land use plan. These controls and standards deal with physical proposals dealing with water, air and noise pollution. The community has adopted a 201 Facilities Plan (sewage) to help improve water resources and reduce pollution. The improvements undertaken as a result of this plan have had a positive effect on the Hinkston Creek, an important water resource in the Mount Sterling planning area.

Local controls implementing the policies herein are the Mount Sterling Zoning Ordinance and Subdivision Regulations. The Subdivision Regulations are enforced in an area 5 miles from the corporate limits, while zoning is presently limited to the corporate limits. It is herein proposed that zoning jurisdiction be extended beyond the by-pass and ultimately to the proposed urban service area boundary. Negative environmental impacts would be more easily mitigated or avoided if zoning and other municipal controls were utilized to regulate development in the urban service area.

HISTORIC PRESERVATION

Historic Preservation – Designation

The preservation of historical character and visual character of structures and areas in Mount Sterling is an important function that can be promoted by the Planning Commission and the City Council. Several

methods have been instituted and recognized in the Comprehensive Planning process. First, a preliminary identification of historic structures outside the C.B.D. was conducted in the land use and structural condition survey. The identification of these structures is an essential element in later designation of both historic districts and sites. Secondly, it is the recommendation of this plan that historic districts and sites be recognized as a vital element in preservation of the historical zoning and visual character of Mount Sterling and that these sites be protected by historical and other methods. Third, since many grant programs are currently under revision, it appears that the principal financial program encouraging historic preservation activities is the Federal tax incentive program for income producing properties listed on the National Register of Historic Places. Therefore, this plan encourages the listing of historical properties and districts on the National Register. The Kentucky Heritage Commission has identified eligible properties and maps are available in their Frankfort offices.

The Mount Sterling Zoning Ordinance has been revised to include an historic zoning district. Specific regulations for the protection of the properties and structures are essential elements of the zoning ordinance. Normally, these regulations pertain to major modification or demolition of historic structures. In historic districts, new construction is regulated to insure compatibility with the district. Historic zoning provisions are administered by the Planning Commission, Board of Adjustments, City Council (in zoning changes) and by a Board of Architectural Review who may advise the aforementioned bodies. An ideal procedure in the drafting of the historic district regulations is the initial creation of an architectural review board, so that they may be involved in drafting the regulations that they would be charged with administering.

The core area of the C.B.D. has been nominated and listed in the National Register of Historic Places, thereby enabling properties to be eligible for tax incentives to their owners for restoration and other improvements as approved by the Department of Interior and the Internal Revenue Service. Downtown improvements recommended include several items where the property owners would incur some costs. These costs should be eligible for the Federal tax incentive programs.

Historic Preservation – Assessment

The recommended policy of historic preservation is to protect, preserve, or enhance historic properties and sites within the planning area. Probable impact of this policy would be beneficial to the historic properties with secondary beneficial impact to the neighborhood and community. Additional beneficial results will be observable when the local governing bodies refine additional historic districts in the zoning ordinance, as recommended in this plan. The County and City should develop and incorporate an historical marker, similar to that of the Bluegrass Trust that gives visual identification of historic structures. The only alternative to this proposal is to do nothing with regard to the preservation of historic structures. Without some active local preservation effort, it is likely that more properties and sites will be lost to demolition or to development, an unacceptable event. It is a matter of policy that the local government complies with the following applicable federal regulations:

12. The National Historic Preservation Act of 1964; Executive Order 11953;
13. The Historic and Archeological Act of 1974; and
14. The Protection of Historic and Cultural Properties Regulation of January 25, 1974; 39FR3366.

In addition, the Planning Commission and the local government should contact the Kentucky Heritage Council when proposals may possibly impact historical properties.

CHAPTER IX IMPLEMENTATION

The adoption of the Comprehensive Plan does not complete the planning process. It has only ended one major phase of the process. Other phases necessary to complete the plan and prevent the plan from becoming just another document gathering dust are the zoning ordinance, subdivision regulations, capital improvements program, capital budget, and other administrative actions and regulations.

The Subdivision Regulations is a local administrative regulation attempting to insure that proposed development will provide lots, streets, utilities, park sites, drainage, etc., to meet the minimum needs of the future residents, whether they be homes, businesses or industries. The Planning Commission administers these regulations.

The Zoning Ordinance is also a local ordinance devised to control land and building activities in a manner that will enhance, not detract from, the values established throughout the community. The Planning Commission, the City Council and the Board of Adjustment administer this ordinance.

The Capital Improvement Program and Capital Budget are important implementation tools used in the scheduling of major community improvements. This process involves a 5-year project plan and budget and should reflect long-range activities and their priorities.

Other tools used in implementation are Building Codes, Plumbing Codes, Electrical Codes, Housing Codes, Unsafe Building Codes, and various other ordinances relating to the physical environment of the city.

Capital Improvement Program

The Comprehensive Plan recommends several projects that are the responsibility of the local government to acquire, initiate, or construct. A Capital Improvements Program facilitates the analysis and scheduling of these projects. The program involves the various municipal agencies in a five-year projection of capital needs. Principal benefits of the program are an improved budgeting process; an involvement of all agencies in planning and budgeting; a possible substantial savings in programming of activities in relation to other projects, acquisition of properties and the like; and the establishment of a yearly work program that would minimize labor and financial inconsistencies in demand.

A capital improvement is the acquisition, expansion, or rehabilitation of any land, buildings, street, utility, furniture, equipment or other physical facility that will have a useful life, after acquisition of at least two years, and which involves costs in any one year of at least \$2,500.

Capital programming involves three basic parts: 1) the Capital Project List, 2) the Capital Improvements Program and 3) the Capital Budget. The Capital Project List is based upon the adopted community plans and should have the same time period as the comprehensive plan (usually 20 years). The Capital Investments Program describes the individual projects, the cost, and source of funds for the projects over the next five years. The Capital Budget is the five-year projected financial needs for annual completion of the Capital Improvement Program. As communities prepare their annual budget, the items listed in the Capital Improvements Program for that year become the capital budget.

The establishment of a Capital Improvements Program involves the initial preparation, review and

amendment and adoption. In the initial preparation, the department heads prepare an agency project estimate with as much information about the project as possible or deemed necessary. The review will then be conducted by the City Council and amendments made where necessary. A public hearing may be necessary prior to adoption, as may be a meeting with all department heads to prioritize and schedule projects. The program is then ready to be adopted by the Council. Prior to a new budget cycle, the program should be reviewed and amended to be kept current. An additional year is then added to the program keeping the program valid for 5 years into the future.

The following list of items is a summary of some of the projects mentioned in the Comprehensive Plan and is not listed by priority ranking.

Projects Identified

15. Continue to pursue CDBG program possibilities and expand residential rehabilitation program outside of the Mattie Lee project area to Northeast and East of C.B.D.
16. Downtown Improvements Program- continue CDBG and H.O.M.E. funding efforts, Historical Program Participation, Merchants Involvement, parking improvements, wire and sign removal, façade improvements, sidewalk and traffic improvements.
17. Continue development of by-pass connectors throughout planning period. Develop connector road to U.S. 460 north. Improve by-pass to four lanes. Develop street extensions to the by-pass.
18. Investigate sewer extensions in Hinkston Creek Watershed, the pump station at Spencer Road at the by-pass and in areas north of I-64. Construction of a 500,000-gallon water storage facility in the southwestern section of Mount Sterling. Install facilities under the by-pass that would facilitate water and sewer connections.
19. Expand educational facilities to accommodate existing and future population.

Specific Recommended Implementation Activities

The City of Mount Sterling has a zoning ordinance, which is in effect within the corporate limits. Problems arising from the limitation on jurisdiction arise in developments, existing and future, along the by-pass and in other prime developing areas. The City should pursue a vigorous annexation effort that would include or extend to developable areas along the by-pass where development would be easily annexed and zoned into the City. The annexation plan should include provisions for an agricultural taxation rate, whereby the farming operation is not forced to cease operations due to increased taxation. It is felt that the City could extend their boundaries to the desired areas around the by-pass and potential industrial areas much more successfully if annexation would not severely restrict the existing farming operations due to taxation increases.

The zoning ordinance should be continually revised and updated to include, but not limited to, the following areas of revision:

27. Reflect Comprehensive Plan
28. Improve residential zone standards
29. Improve industrial zoning
30. Expand the commercial districts
31. Improve agricultural zoning
32. Refine the administrative provisions to comply with K.R.S.
33. Expand the following areas of need:
 - a. Parking
 - b. Drainage
 - c. Development Plans
 - d. Historic Zones
 - e. Signs
 - f. Landscaping
 - g. By-Pass
 - h. Mobile Homes
 - i. Mapping
 - j. New Zones
 - k. Non-Conforming Uses
 - l. Documents

The Subdivision Regulations should be revised continually to include, but not limited to:

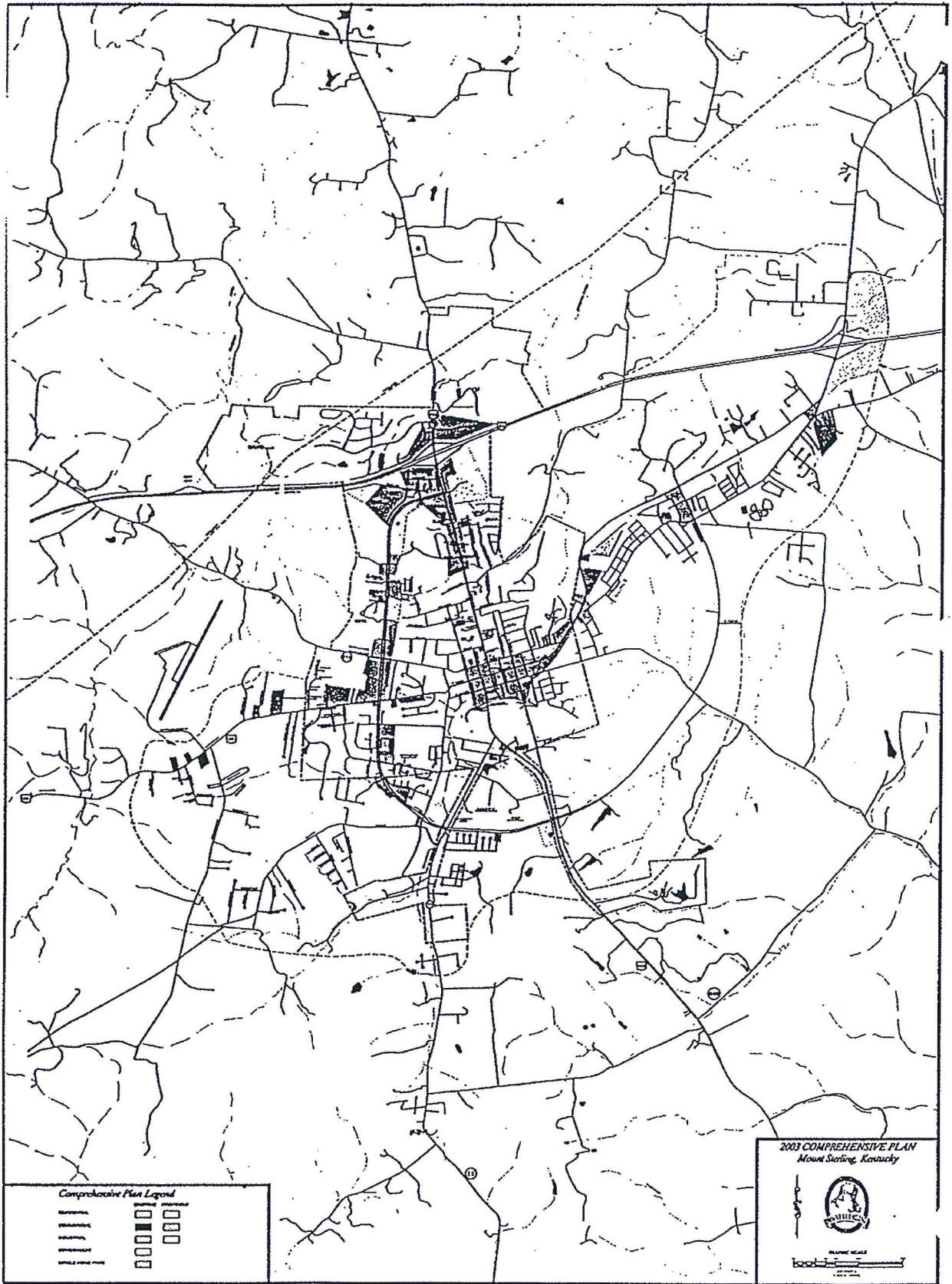
24. Notice Requirements
25. Construction Plans
26. Street Specifications
27. Sidewalks, Curbs, and Gutters
28. Technical Review
29. Drainage
30. Subdividers Responsibilities

The provision and extension of public sewers into developable areas is a principal tool in implementation. Because many funding agencies require public sewerage in developments they insure or finance, the provision of sewers becomes a critical element in the phasing of future development. The local Health Department currently requires a minimum of three-fourths of an acre for lots utilizing septic tanks for sewage disposal. This area requirement does not reflect soil capabilities and is not sufficient to protect prime farmland or to deter residential and other development in areas where sewers are recommended or will soon be available. The Commission should consider increasing the area requirements for septic tanks in areas where sewers are not anticipated. The Commission should consider requiring sanitary sewers and the installation of a package treatment plant in new subdivisions when the main trunk line connection serving the area is two or three years into the future. It is anticipated that this treatment plant will be abandoned and converted into a pump station connecting to the existing treatment plant at sometime in the identifiable future.

The City has vigorously pursued the development and/or improvement of industrial areas, blighted housing areas, the downtown area, recreation, utilities transportation and education. These efforts should be continued and federal and state assistance programs vigorously pursued as such can not only help implement the Comprehensive Plan but can help improve the entire community.

LIST OF ILLUSTRATIONS

Location
Community Facilities
Labor Market Area
Transportation Plan
Urban Service Area
Physiographic Limitations
Land Use Plan
Sewerable Areas
Neighborhood Plan



Mount Sterling, Kentucky

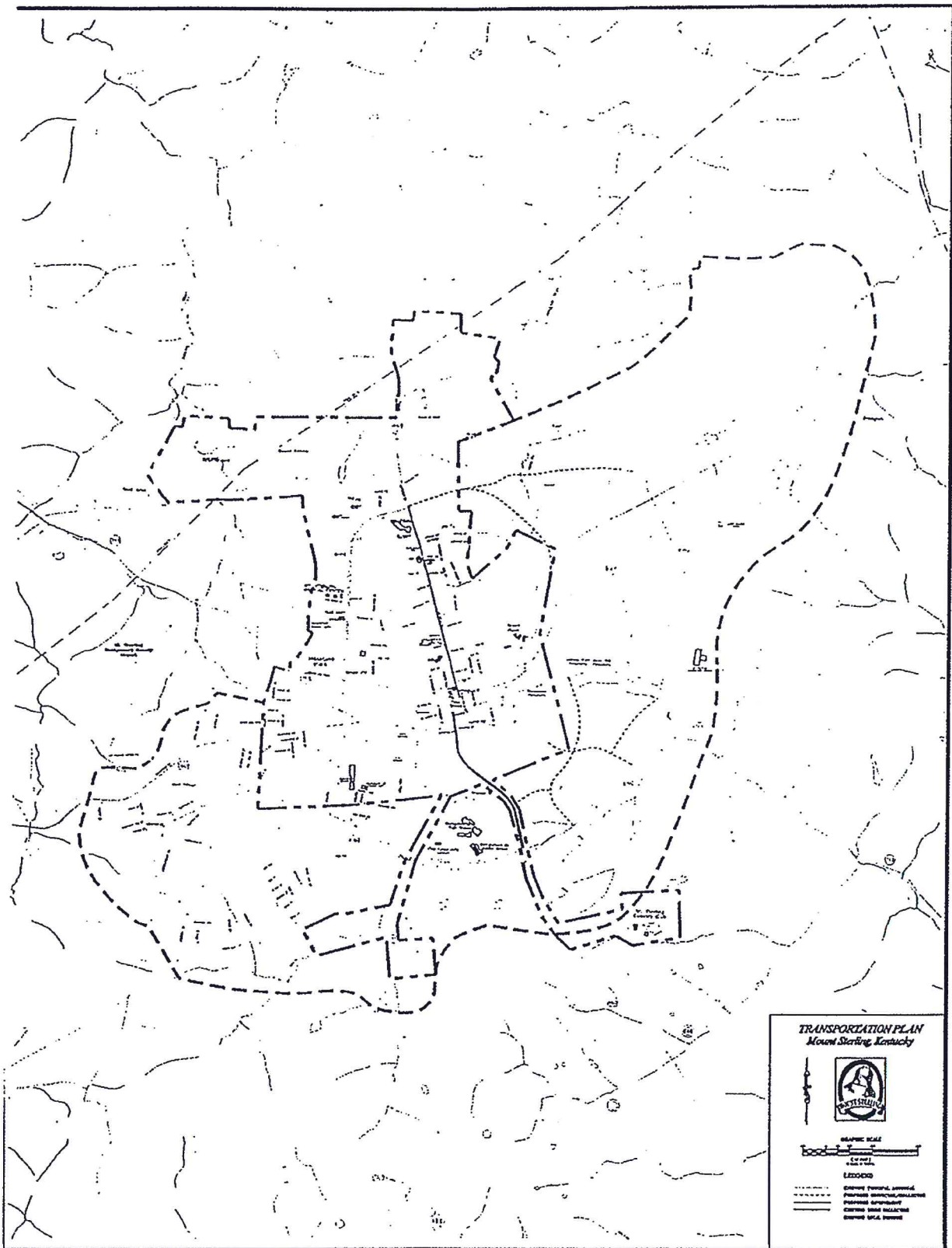
Comprehensive Plan Legend

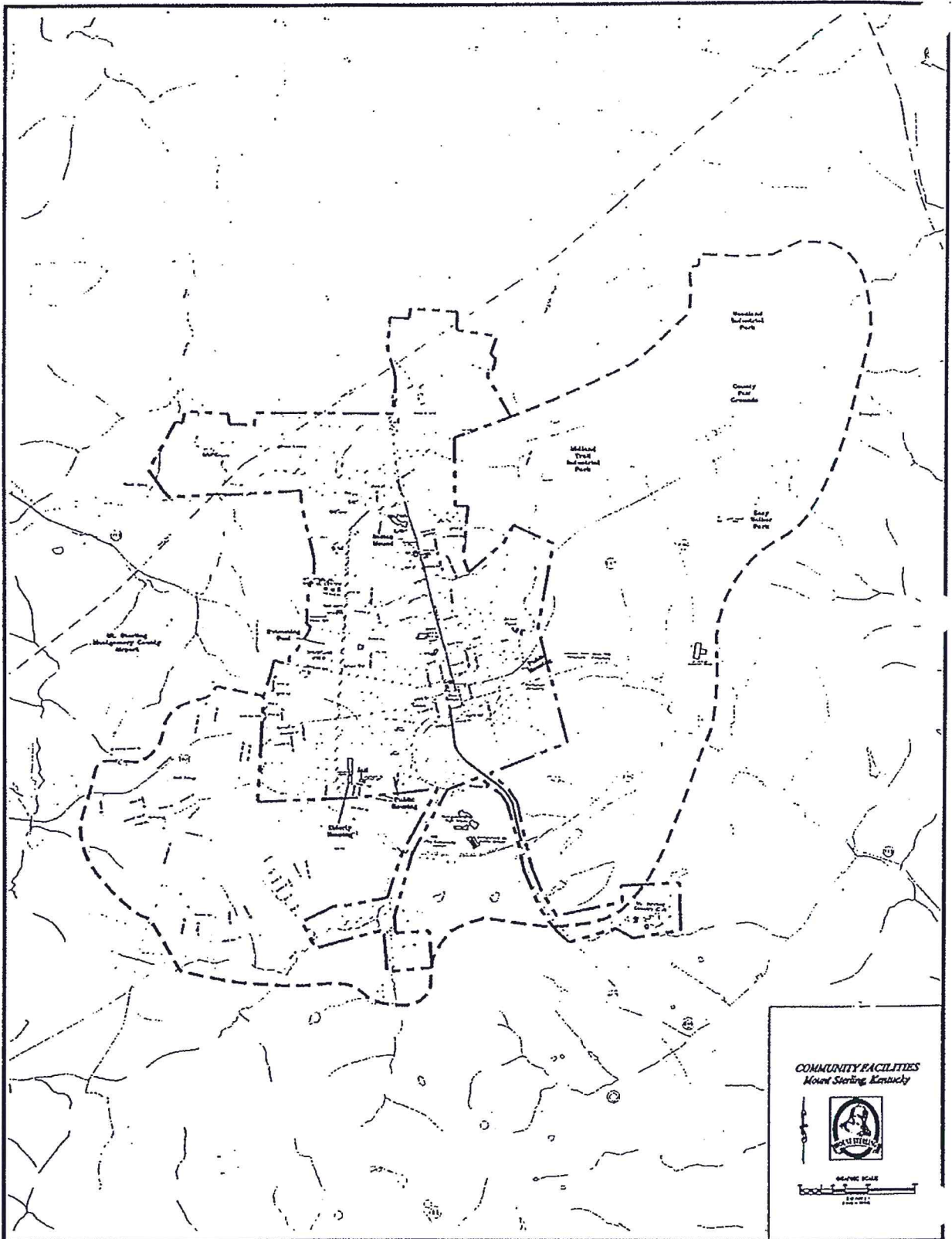
- | | |
|-------------|-------------|
| Highway | Water |
| Interstate | Stream |
| State Road | Canal |
| County Road | Other Water |
| Local Road | |

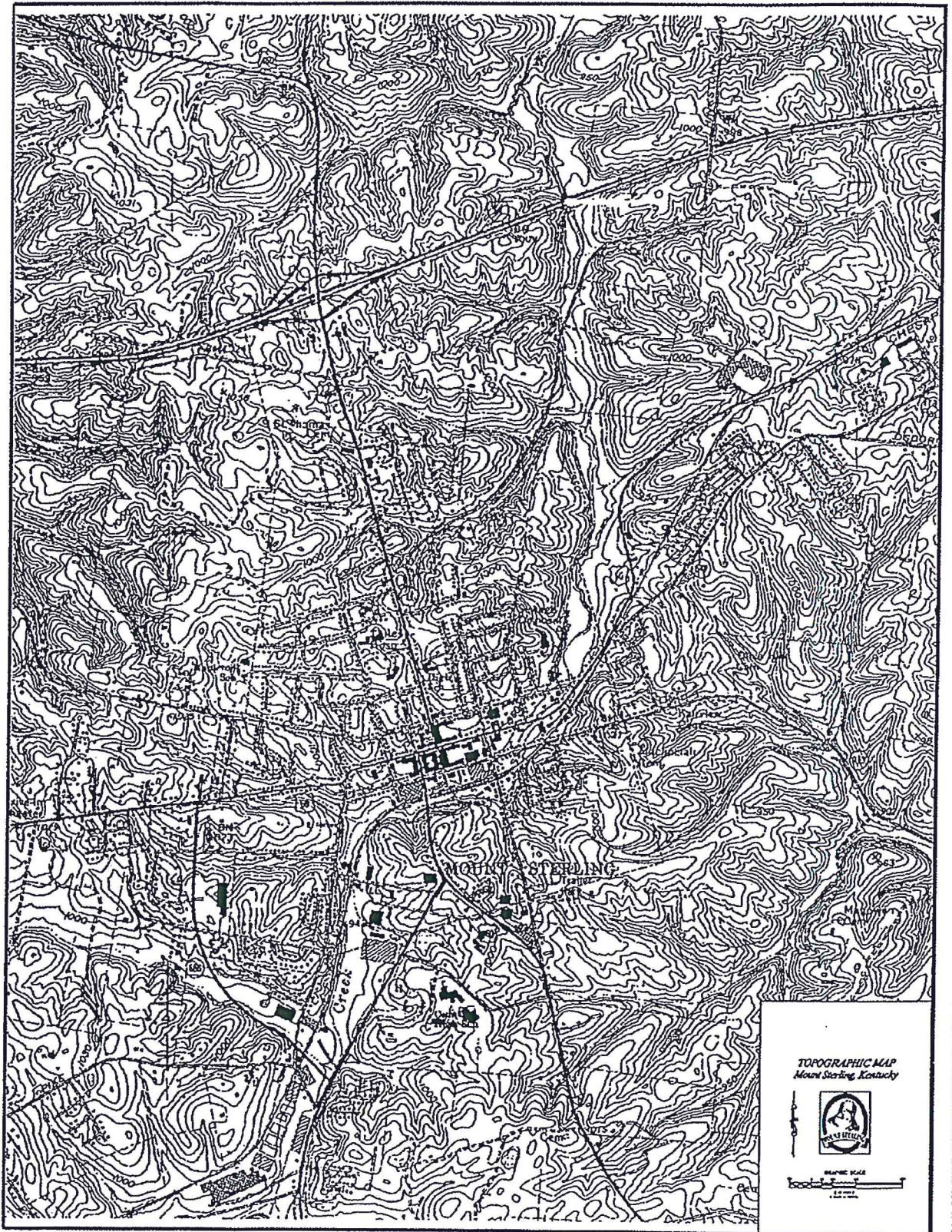
2003 COMPREHENSIVE PLAN
Mount Sterling, Kentucky

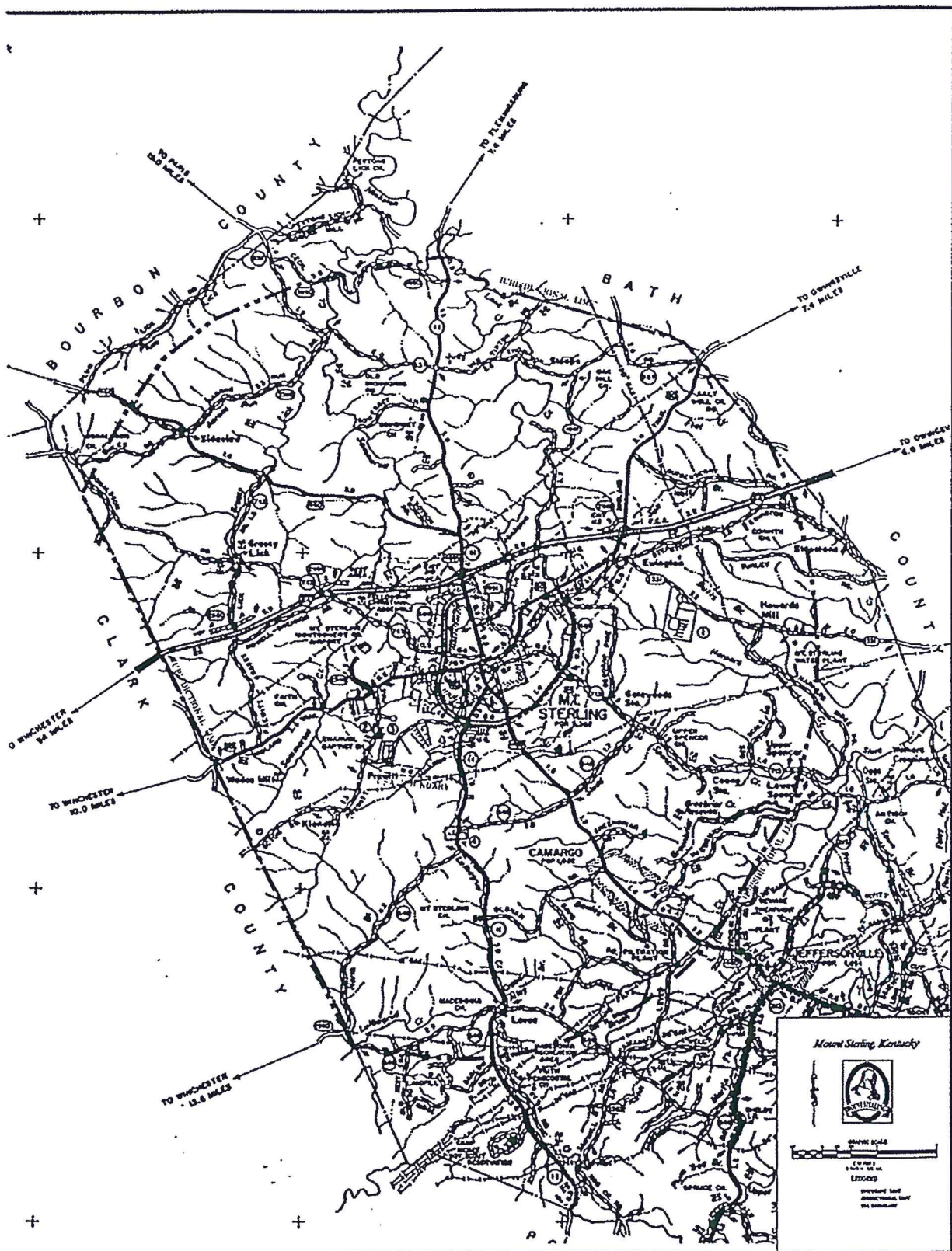


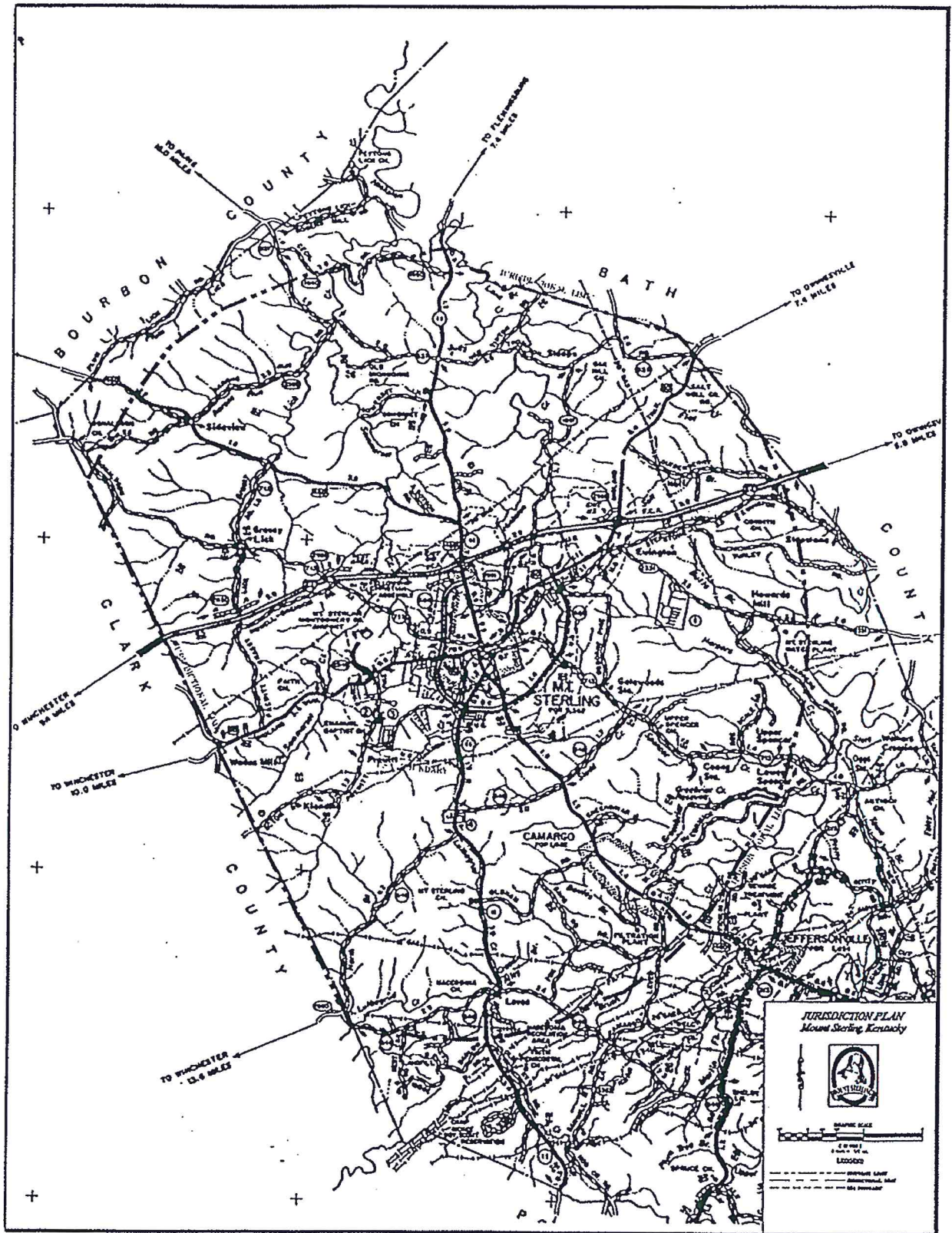
GRAPHIC SCALE
1/4 MILE













*2480 FORTUNE DRIVE, SUITE 350
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859/278-5412*

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